

Today's Advertisements.

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at the Office of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 21st day of January, 1901, at 12 o'clock noon, when the undermentioned RESOLUTIONS which were passed at the Extraordinary General Meeting of the Company held on the 31st December, 1900, will be submitted for confirmation as SPECIAL RESOLUTIONS.

RESOLUTIONS.
1.—That the following Article be inserted after Article 6, namely:—
"6A.—The Directors may issue Certificates for fractions of Shares, and may provide for the Exchange of such fractional Certificates amounting to a whole Share or number of Shares for Certificates of a whole Share or Shares."

2.—That in Article 11 the figures "4,000" be substituted for the figures "1,000".
3.—That the existing Shares in the Capital, namely 13,500 fully paid up Shares of \$125 each, be subdivided into 13,500 fully paid up Shares of \$50 each.

4.—That in Article 17 the figures "10,000" be substituted for the figures "2,500".
5.—That in Article 33 the words "Four Thousand" be substituted for the words "One Thousand".

6.—That in Article 42 the words "for every complete additional number of Forty Shares" be substituted for the words "for every complete additional number of Ten Shares".
7.—That in Article 71 the words "more than twelve or less than six" be substituted for the words "more than nine or less than four".
8.—That in Article 73 the words "two hundred" be substituted for the word "fifty".
9.—That in Article 96 the words "and bonuses" be deleted, and that at the end of the same Article there be added the following paragraph, namely:—
"The Directors may also, with the consent of, and in such manner, and upon such conditions, and at such times as shall be authorised by Shareholders in meeting, employ the Reserve Fund for the time being, or any part thereof, in the payment of a bonus or bonuses to Shareholders in respect of every Share and fraction of a Share."

By Order of the Board,
D. GILLIES,
Chief Manager.
Hongkong, 3rd January, 1901. [131c]

THE HONGKONG AND WHAMPOA DOCK CO., LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company, No. 1, Queen's Buildings, Victoria, in the Colony of Hongkong, on MONDAY, the 21st day of January, 1901, at 12.15 o'clock in the afternoon or as soon after as the Extraordinary General Meeting to be previously held on that day shall be concluded, when the following RESOLUTIONS will be proposed, namely:—

1.—That out of the present Reserve Fund amounting to \$300,000 and out of the sum of \$37,500 representing undivided profits, the Directors do hereby pay to every Shareholder a bonus at the rate of \$30 per Share in respect of every Share and fraction of a Share which is registered in his name on the 28th day of February, 1901, and that such bonus be, at the option, expressed in writing, of any Shareholder, applicable to the payment of the amount payable by such Shareholder in respect of the taking up by him of his proportion of new Shares under the provisions of the next of these Resolutions.

2.—That on the 28th day of February, 1901, the Capital be increased from \$1,562,500 to \$2,500,000 by the issue of 18,750 new fully paid up Shares of \$50 each, and that such new Shares be offered at par to every Shareholder who on that date is registered as such in the proportion of three new Shares for every five Shares of his registered holding on that date, and that if any such Shareholder shall not take up and pay for his said proportion of new Shares before the first day of June, 1901, the Directors may dispose of the proportion of new Shares not so taken up and paid for at such prices (not being less than the par value thereof) and upon such terms as they may in their discretion think fit. The Directors may, however, in their discretion, if the special circumstances of the case appear to them to render such a course desirable in order to obviate hardship to a Shareholder, permit a Shareholder to take up and pay for the proportion of new Shares to which he would be entitled under this Resolution, notwithstanding that the aforesaid time-limit for doing so, namely the first day of June, 1901, has passed.

3.—That the said new Shares shall rank for dividend and bonus as on and from the First day of January, 1901.
By Order of the Board,
D. GILLIES,
Chief Manager.
Hongkong, 3rd January, 1901. [132c]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN,"
Captain C. D. Bennett, R.N.R., carrying Her Majesty's Mails, will be despatched from her BOMBAY, on SATURDAY, the 19th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay with Transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 5th January, 1901.

Today's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA,"
Captain Hodgkins, will be despatched for the above Ports, on TUESDAY, the 8th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAIK & Co.,
General Managers.
Hongkong, 5th January, 1901. [130c]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"
Captain A. Ramsay, will be despatched for the above port, on FRIDAY, the 11th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with Electric Light. A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 5th January, 1901. [130c]

Animations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)
(Nearly opposite the HONGKONG HOTEL).
Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eyes—the many years of 'Eye Strain' ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.
ADVICE FREE. [1453b]

Now Ready.

A PAMPHLET

SOME SERIOUS LOCAL PROBLEMS AND A FEW SUGGESTIONS FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED

THE ODD VOLUMES SOCIETY

BY

MR. H. E. POLLOCK,

Barrister-at-Law.

To be obtained at the OFFICE of This Paper.

PRICE 50 CENTS.

Hongkong, 1st June, 1900.

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

C. LARETS.

	Per Case	Per Case
B ST. ESTEPHE, Red Capsule...	\$ 6.50	\$ 7.50
C ST. JULIEN, Red Capsule...	9.00	9.60
D LA ROSE, Red Capsule...	12.90	13.92
CHATEAU HAUT BRION LARIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAIL	21.00	22.20
CHATEAU PONTET CARNET...	25.00	—
CHATEAU LA TOUR CARNET...	30.00	—
CHATEAU RAUZAN	42.00	—
CHATEAU LAFITE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 5, 1901.

NOTES AND COMMENTS.

In the discussion at the Sanitary Board Meeting on the 3rd inst., Mr. May, in his reply to Mr. OSBORNE, condemns the administration of the Government out of his own mouth. He said "The Colony was not yet in its teens. It was only a child, and it was going to grow into a very big man, and if it was allowed to grow the way it had grown, with that stupendous want of foresight and forethought which seemed to be the characteristic of the British race, all he could say was that it would be a very bad thing." Whose want of foresight and forethought? Why, the Government's, of course. This is a Crown Colony, and the Government is responsible for all public works and administration of the Colony. Mr. MAY made that quite clear when he stated that "it was their (the Board's) duty to put before the Government what they thought was right, and if the Government did not choose to do it, that had nothing to do with them." Quite so. This makes it as clear as daylight that any stupendous want of foresight and forethought which have acted unfavourably on the Colony in past years is to be credited to the Government, and the Government only. How can Mr. MAY argue it otherwise when he has just proved that the Government can accept or reject recommendations as it pleases? We agree with him, however, that "if it is allowed to grow the way it has grown, . . . it will be a very bad thing."

It would be interesting to know how many people in the Colony read the fortnightly reports of the meetings of the Sanitary Board. Judging by the lack of interest shown in the proceedings of the Board the number must be very small. It is true that the subjects for consideration, various as they are, are as a rule rather dull reading. A brush between the Unofficial Members and the Government Officials is the only incident that occasionally livens up the proceedings. The Unofficial Members may with justice protest again and again of their treatment by the Government officials, but the latter, deeming themselves infallible, seldom trouble to reply. They are too fond, as Dr. Hartigan aptly says, of "playing at being great officers of the Crown" to attend to such a paltry matter as the Sanitation of the City. They, like Nero, fiddle whilst Rome burns. It is therefore amusing to notice that at the last meeting of the Board, in answer to an enquiry of the Board as to the cause of the recent outbreak of foot and mouth disease at Pokfulam, a reply was read from Mr. LADDS, the Colonial Veterinary Surgeon suggesting that perhaps the cause of the disease was due to "spontaneous generation," although he states that this theory is now universally discredited. It is no wonder the official members of the Board took offence at this insult to their intelligence. To quote the P.C.M.O.'s own words, and insinuate that the disease "fell down from Heaven" gave offence to that gentleman. The Official Members of the Board are accustomed to not very courteous minutes on official documents from some of the Members of the Board, but that a Junior Officer should write in such a flippant style was not to be borne! Perhaps the most amusing incident in connection with the discussion was the resolution moved by the President—"that Mr. LADDS be informed that when the Board requested him to write a report the Board expected from him a careful report of facts, all other remarks to be avoided." As in the particular instance Mr. LADDS had been instructed to report on "the causes" of the outbreak of foot and mouth disease this resolution was singularly inappropriate. It is impossible, to report on causes without introducing matters of opinion. This motion was subsequently dropped and the President is to see Mr. LADDS on the matter.

REUTER'S TELEGRAMS.

CAPE COLONY.

GUNS LANDED AT CAPE TOWN.

LONDON, January 3rd.

Griqualand West is full of Boer parties working South towards Prieska, as an objective centre of the Colony. The parties are assisted by the Dutch population, whom the lack of arms chiefly restrains from rising. The guard-ship *Monarch* lands guns at Cape town as a precautionary measure.

LORD ROBERTS IN ENGLAND.

The Princess Beatrice and the Duke of Connaught met Lord Roberts at Cowes from whence they drove to Osborne.

THE MARINES.

The Duke of York has been appointed Colonel-in-Chief of the Marines.

A ROYAL VISIT IMPOSSIBLE.

H.E. the Governor has courteously forwarded us the following telegram:—

Governor, Hongkong, to Secretary of State, London, dated 24th December, 1900.

"The Unofficial Members of Council on behalf of the Community beg me to forward their humble request that Her Royal Highness the Duke and Duchess of York will honour the Colony of Hongkong with a visit on their way to or from Australia."

Secretary of State, London, to Governor, Hongkong, dated 4th January, 1901.

"Referring to your telegram of 20th December, Her Royal Highness the Duke of York regrets that the arrangements made for his tour preclude the possibility of a visit to Hongkong."

WEATHER REPORT.

The Observatory report says:—
On the 5th at 12.5 p.m. the barometer is rising on the China coast. The depression has probably reached E. Japan, and pressure is highest over N. China. Fresh monsoon in S. China, increasing monsoon in the N. part of the China Sea. Forecast:—Moderate to fresh N. and N.E. winds; some drizzling rain or mist.

LOCAL AND GENERAL.

DURING the war, Rhodesia produced, over a quarter of a million pounds' worth of gold, and was the only gold-exporting country in South Africa.

THE latest step in progress taken in Bangkok is the acquisition of a brilliant red tricycle by the Post Office, in order to facilitate the collection of mails.

A LARGE python, which had been fasting for two months in the Perth Zoological Gardens, W. Australia, made its way into a cage of orang-utans and swallowed two of the occupants.

STAMP collectors will be interested to learn that a new three-pies Indian postage stamp has just made its appearance. The last issue was printed in a delicate rose tint; the present is a delicate grey.

A RETURN showing the number of cases of Bubonic Plague which have occurred in this Colony from the 1st inst. to noon of the 4th inst. gives: till noon of the 4th inst. 1 case; during the past twenty-four hours 1 case. Number of deaths during the past twenty-four hours, 3, both Chinese.

THE following deaths are announced by the *S. & C. Express* of the 7th December:—Mr. Daniel MacAliese, M.P. Prince Alexander Interetinsky, Governor General of Warsaw. Professor Leibl, the genre and portrait painter, and Mr. Henry Russel, the famous song-writer and public entertainer.

THE latest thing in delusions comes from a United States lunatic asylum. One of the inmates fancies that he is a poached egg, and he has been for some years looking for a piece of toast large enough to sit upon. Mats and khaki coloured carpets have been offered by sympathisers, but he is not taking any.

DURING the progress of a football match at San Francisco on the 30th November, some of the spectators were watching the game from the roof of a glassworks establishment, which collapsed. The spectators, dropping through, fell into boiling vats or on to the furnaces. Eleven were killed, and 40 others were badly burned.

THE greater part of the shares in the Chinese Coast Navigation Company of Hamburg, says *Fairplay* of November 29th ult., have been bought up by Messrs. Menzell & Co., of Hamburg, and a group of capitalists connected with them; and the representation of the said Company in China has been made over to the East Asiatic Trading Company, which is managed by Messrs. Menzell & Co.

THE Band of the Royal Welch Fusiliers will play at the Hongkong Hotel, this evening, from 8 to 9.30 p.m.:—

PROGRAMME.
March: "Bells of Chicago" (Sousa).
Value: "Dancing Maid" (Williams).
Selection: "A. Gaily Girl" (Jones).
Song: "Flights of Ages" (Jensen).
Polka: "The Merry Fiddlers" (F. Fare).
Selection: "Les Cloches de Corneville" (Planquette).
Extra.
March: "Go Along" (Carr).
"God Save the Queen."

ACCORDING to our Canton correspondent, the natives of that city have lately had rare old times with games of stone throwing. After all, there is perhaps as much chance of a broken head at football as in this other apparently popular game. It has occurred to us that very likely several little stone-throwing games in which Missionaries took (unwilling) part, may have been the Chinese playfulness of character shown in these recreations, and that if the Missionaries had joined heartily in the fun, nothing serious would have occurred.

A RATHER big fire is reported from Tai O village, in the New Territory. About 70 wooden houses have been burnt up in one street, besides a few others and a stone or half stone house or two which have been destroyed elsewhere. About 600 people are rendered homeless by the fire, which was luckily got under after a lot of damage had been done, by the villagers and police. The amount representing the damage cannot yet be ascertained, but it will be some thousands dollars. The origin of the outbreak is still unknown, but it is supposed to have been caused by carelessness in connection with a cook house.

It is reported from Tokyo, says the *Nagasaki Press* of the 28th ult., that the Communications Department of the Central Government has decided to construct a new training ship of 2,500 tons, for the use of the Government Mercantile Navigation School, in place of the *Tsukushima-maru*, which foundered the other day. The designs are now being hastened forward at the above school, so that a bill in the form of a supplementary budget may be submitted to the Imperial Diet now in session in Tokyo. The vessel is to cost 625,000 yen, or at the rate of 250 yen per ton, and will be three times larger than the late *Tsukushima-maru*.

THE many friends in Hongkong of the popular Lieutenant Hobson U.S.A. will regret to learn that he is suffering from an attack of typhoid fever. We take the following from the *Morning Leader* of the 7th December. "Poor Lieutenant Hobson, who is said to be dying of typhoid, earned a memorable name by successfully sinking the *Merrimac* in the channel at Santiago, on 3 June, 1898. Taken prisoner by Admiral Cervera, he was liberated with the utmost American extravagance on his release. The result was the 'kissing' absurdity, which before long made him a nuisance in high places. Mr. Hobson was then sharply ordered off to Manila. He is just thirty, and a fine-looking man. It is not generally known that in the course of his training he spent a couple of years at Woolwich."

THE ROYAL HONGKONG YACHT CLUB.

The Fifth Club Race will be sailed to-morrow the 6th inst. from the Police Pier, passing Cosmopolitan Dock Quay to port, North Fairway buoy to starboard, Mark Boat off Chung-Hue to starboard, Stonecutters' Island to starboard and return to Police Pier. Distance fourteen miles.

THE FORTHCOMING BOXING CONTEST.

Our sporting contributor writes as follows:—
I now give Mustoe's record. Mustoe was born in 1872, at Cheltenham Gloucestershire, and comes from a vicinity seething, one might say, with first-class men in every branch of sport. His birthplace is the home of Dick Burge, champion light-weight of the world, of Dr. W. G. Grace, our famous veteran cricketer, of the late Fred Archer the most renowned jockey that ever piloted a winner past the post, and such old time pugilists as Jim and Tim Belcher and Tom Cribb. With these surroundings it was only natural that he should have turned his attention to the ring. His trade was, like Riley's, that of a blacksmith, and this will at once account for his enormous muscular development. The man whose physique is brought to perfection muscularly by dealing sledge hammer blows on iron will undoubtedly leave a good impression on an opponent's face.

In height Mustoe is slightly taller than Riley, being a little over 5-11. His chest measurement is under Riley's by three quarters of an inch but, on the other hand, his reach is longer. In appearance he is lighter than Riley, but he is really only four pounds less in weight.

He has gone in for the manly art ever since he knew how to put gloves on and of his many tussles I have selected the following as the most important.

In 1893, exactly eight years ago this month, he fought a very severe battle at Cheltenham with the well known Tom Rodgers and it was not until the fourteenth round that Rodgers gave in to superior strength and science. Following up this well earned victory he succeeded next year to Newport and engaged with Di Hughes, a local heavy weight whose colours hitherto had not been hauled down. After a severe struggle, lasting twelve rounds, Mustoe proved victorious.

In his next most important battle, however, he sustained defeat. This was with Dido Plumb, at Portsmouth, in 1896, Plumb dismissing his opponent in the fourth round. Undeterred, however, by this, his first loss, he challenged the famous Mike Flynn, a name so widely known in the South of England, and drew with him in a six-round contest.

The exigencies of the service for the next few years prevented his appearing in the ring until just a year ago when he knocked out Ben Hughes in the eleventh round on the same stage as he meets Riley on Tuesday night. The fight was as severe a one as has been witnessed here and Mustoe had all his work cut out. He got the decision in his favour, however, and he now comes forward in reply to Riley's challenge.

It is not for me to openly select either man as my choice. I have stated before that no two better matched men ever stepped into the ring. I know exactly each man's condition; their periods of training are alike in duration so that no preference could be shown on that point, yet there is not the slightest doubt that Mustoe will give Riley a fight that the latter has not had before, and I feel quite sure that Riley knows this too well. There is nothing to do now but to await the result of Tuesday night. The purse is the largest ever offered here and the contestants are the two best men in the Far East, so all we can do is to wait and see who is the best exponent of the art this side of the Globe.

AT THE MAGISTRACY.

A STABBING AFFAIR.

An old offender convicted.

Before Mr. Hazell this morning a Japanese sailor named Charles Kuranaga was brought by Sergeant Garrod on a charge of unlawfully and maliciously stabbing another Japanese named Fulka, at a house in Upper Lascar Road on the 29th December.

The injured man said that the defendant took a jack knife and stabbed him in the chest. He was drunk at the time. It was about two o'clock in the morning.

The keeper of the lodging house in Upper Lascar Road gave evidence as to finding the injured man with a wound near the heart. He did not see the blow but saw blood running from the man. He had the defendant taken to the station. The wounded man was taken to the hospital.

Another Japanese living at the same house said that he remembered the complainant telling the defendant to go to sleep. The complainant asked witness to give him assistance when he had been cut.

Sergeant Garrod gave evidence as to sending the wounded seaman to hospital, and His Worship convicted the defendant and sentenced him to four months' hard labour.

This man is a dangerous character in the matter of using weapons. He has been three times previously convicted for a similar offence, and it is fortunate that he will be out of the way for some time.

QUARANTINE.

Fines for not observing the Regulations.
Before Mr. Kemp this morning, the master of the German steamer *Loyal* was fined a nominal fine of \$1 for not going into quarantine, Singapore being the last place of call.

The master of the P. and O. steamer *Bengal* also appeared before Mr. Kemp for the same offence.

H. C. Hudson, L. S. Burchill and others gave evidence. The police hailed the P. and O. boat about 3 in the morning of the 9th December and directed her to go into quarantine. The vessel failed to do so.

His Worship imposed a fine of \$25.
It often happens a steamer to fail to observe the quarantine regulations. They may frequently lose a day through having to go into quarantine, and a fine of almost any possible amount is preferred to losing time in quarantine. The penalty should be a considerably larger one for such an offence, if the city is to have further experience of epidemics in the Colony.

ANOTHER RAID ON GAMBLERS.

Inspector McNab and a party of police surprised a gang of coolies numbering sixteen, this morning at No. 4 Man Hing Lane, whilst engaged in playing the fascinating game of *fan tan*.

They were brought before Mr. Kemp this morning and fined \$3 or 14 days for playing the game.

This particular house, No. 4 Man Hing Lane, is notorious as a gambling resort, and one previous conviction is lately recorded against the house.

HEAVY SENTENCES FOR OPIUM.

Wong Hing, barber of Tung Tau village, pleaded guilty to being found in possession of 5 tael prepared opium without a valid certificate at the Long Market on the 3rd inst.

Mr. Kemp this morning fined him \$100 or three months' hard labour.

He went to prison.

Li Tuk, of no occupation, pleaded guilty to having been found with 9 taels of raw opium in his possession without having a valid certificate, this morning.

Mr. Kemp fined him \$50 or two months' hard labour.

He did not pay.

Tung Lik, shop-keeper of Sha Kong, pleaded guilty before Mr. Kemp this morning to being in unlawful possession of 12 taels of loose raw opium, 7 taels of prepared opium and 3 taels of drugs.

His Worship inflicted fines of \$60 or one month's hard labour on the first charge, \$120 or two months on the second charge, and \$20 or one month on the remaining charge.

The fines were not paid, so he went to goal.

Kaw Cheung Kin, married woman of Lo Kuk, pleaded guilty to having in her possession 7 taels of prepared opium without a valid certificate.

She questioned the weight, and an Excise officer weighed it and found that it only weighed 4 taels and 7 mace.

Mr. Kemp fined the woman \$85 or three months' hard labour for the offence.

She went to goal.

STEALING FROM THE NAVAL YARD.

Inspector McEwen brought Lo To and Ng Fal, labourers of Wing Fung Street, before Mr. Kemp this morning for stealing five pounds of copper, value \$2, the property of the Naval Yard authorities.

His Worship, after hearing the evidence of Inspector McEwen and Mr. A. Lean, convicted the defendants. The first was sentenced to a month's hard labour and the second to 14 days.

CANTON NOTES.

OFFICIAL DISMISSED.

[From Our Own Correspondent.]

CANTON, January 3rd.
Yau Fu, Ting Wai Leung, the chief military official of Shieh Lung, district of Lung Kun, was dismissed from office on the 7th of the present Chinese month. The Tung-Kun magistrate finds that this official is responsible for the destruction of the mission property during the trouble in the eighth month, inasmuch as he made no attempt to restrain the mob. The orders of his superiors were disregarded and he did not even prevent his soldiers from taking part in the

Coys. would figure as a unique philanthropic institution, keeping up an expensive line free of charge for the public benefit. They advertise their inability to deliver messages after 7 p.m., but the really foreign private line is capable of delivering them up to 11 p.m. because they employ both Sikhs and foreign clerks, and can therefore get their messages round after the hour for Chinese to be in the streets is passed. The cables are of course putting every obstacle possible in the way of Mr. Poulson's line, and a friend tells me a message from Shanghai, which they should have sent up from Taku over Poulson's, to which he subscribes, was sent up on the cables land line, and lay in their office until next morning, as it arrived after their hours of delivery, whereas by the other line he would have received it that night. In this way messages for Peking may be seriously delayed, as until the cables finish their line to Peking they are bound to send over Poulson's line from here to the capital, and messages arriving in the evening will be kept by them till next morning and sent over to Poulson's Office, whereas they should and could be in Peking the evening of the day they reach Taku. It is quite well known now that Shing virtually owns the cable between Taku and Shanghai. Many hope that the German Cable now started to Kiangchow will be continued to Taku, and then we may have a bona fide foreign service, and probably a much cheaper one.

The gloom which has hung over us and the dreary sense that nothing would or could be as it was before, was somewhat relieved by a most delightful dance given by two of our ladies a few nights ago. The idea of dances this season had been regarded with great misgivings, and it was thought we could not muster a sufficient number of dancing women. But it proves our dancing girls are not inferior to the others, and it was good to see our women footing it away as gaily as of yore. Who could help dancing, however, when the Hongkong Regimental band played? Their time was absolutely perfect, and everyone declared that it was the best dance music they had ever had. They are going to play again at a Fancy Dress Ball to be given on the 31st January in aid of the Jubilee Hospital, which is in very low water, and it may be that the season will not prove such a dull one after all. It does not seem to be for ever brooding over the sorry changes which have befallen us; but to the thoughtful it is difficult to enter the public buildings which were scenes of our pain without the whole picture rising up before one.

Every effort is being made to sustain the traditions of Xmas, and to do something for the troops up here, but of course it is not possible to do much. The sick ones will receive some remembrances however. The stores, though they have lost much by Xmas cargo being shut out, have nevertheless managed to make a fair display.

The military authorities are keeping a look out for contingencies by clearing the streets of all Chinese after 9 o'clock, and this trying to minimise the danger of fire, which is our worst enemy. But the spirit of the people is hostile and defiant, and their thoughts are all concentrated on revenge if possible. Hidden arms continue to be found, and Chinese are frequently discovered unearthing arms and ammunition, while news comes that quantities of arms are coming into Kanau from Turkistan. Beyond the fact that Tung Fuh-shien is in Kanau, we know little of what the Chinese are doing.

Mr. Drew leaves for home in a few days and Mr. Dettling takes his place as Commissioner of Customs. Much disgust is felt with Sir Robert Hart since his remarkable article, and it is generally felt here that he has outlived his day. It is thought not improbable that the Customs of the future will be run by a Board.

The Mails via Shanghai are going slowly at present, and it is over a week since we have had a Shanghai paper. The trains to Peking are running, but very slowly, taking some six hours for the journey. The rolling stock left by the Russians is both scanty and in bad condition. They have not as yet given over charge of the other line, but all our mails go in charge of a British officer.

GERMAN AND AMERICAN BLUEJACKETS.

A FRacas in SAGAMIJATSU. NAGASAKI, 27th December. A serious quarrel took place on Christmas night between some American and German men-of-war men in one of the public houses in Sagami-jatsu. How the trouble started is not clear, but in a few minutes the windows of the house were smashed and the contents of the bar thrown on to the street. The combatants armed themselves with the wooden supports of the trees in front of the house, and some of the men were severely wounded before the Superintendent of Police and about 15 of his men could separate the contending parties. Truly a peculiar manner of celebrating Christmas, and as it transpires, a very expensive one, as the damage amounted to about Yen 100, which has since been paid. The piano player of the saloon was severely handled, and the services of a doctor had to be sought to bandage the man's head. The police finally managed to restore order, and also effected the arrest of several of the Germans.

With regard to the fighting that occurred between American and German bluejackets on Christmas night, it would seem that a spirit of revenge possessed the latter, for on Wednesday evening a German sailor from the *Arcton* paddled the neighbourhood of the saloons, with the avowed intention of seeking a quarrel with any American sailors they might happen to fall across. Fortunately for the peace of the settlement, there were not many Americans on shore on the day in question, and thus a battle royal between the two factions was averted. We are informed, however, that several isolated bodies of Americans were set upon during the day by their more numerous opponents, and received rather severe treatment. A very cowardly assault, we learn, was committed in Sagami-jatsu by a body of five or six Germans upon an offensive American bluejacket. The latter was entirely innocent of any participation in the original trouble; but he was an American, and that was sufficient for this particular body of Germans. The offending man was dragged out of his riskish, thrown on the ground, and beaten with sticks about the head and body. He managed to regain his feet and ran for refuge into a large store in the immediate neighbourhood, followed by his assailants, who, however, remained outside, evidently awaiting the reappearance of their victim. Several minutes elapsed before the unfortunate sailor was enabled to narrate to the occupants of the store what had occurred. He was deathly pale and was evidently in great pain. He was subsequently taken in charge by an officer from the *Nashville* and escorted to the hospital. The Germans, filled of their prey, slunk away.

Wednesday's proceedings on the part of the Germans were undoubtedly premeditated, and it is much to be regretted that the officers of the *Arcton*, who were well acquainted with the fighting, did nothing to prevent such a demonstration on the part of their men, especially at this season of the year. The men should have been kept on board until the

soresness caused by Monday's events had been allayed by that best physician of all—Time. In justice to the Germans it must be stated that the Americans were the aggressors in the first instance, but the punishment meted out to the latter should have been amply condoned the offence, and prevented the Germans from wreaking revenge on harmless individual members of the U.S. cruiser.—*Nagasaki Press*.

THE TOKYO SCANDALS.

MR. HOSHI RESIGNS.

Mr. Toru Hoshi, Minister of Communications, has resigned his post. The *Japan Times* says that the news came like a bolt from the blue to the public at large, and no less so to Mr. Hoshi's official colleagues.

Our contemporary says it is reported that Mr. Hoshi's resignation read as follows:—

A humble subject of Your Majesty, I have constantly feared ever since I was appointed a Minister of Your Majesty, that I might not be equal to my duties. As it is, I have done my utmost to be true to my great responsibilities, but lately my political enemies have thought it proper to lay charges against me at a court of law. The thorough researches conducted by the procurator's office have, however, proved the utter baselessness of the accusations. I cannot help feeling, however, that in the case of a man holding a high post of State, as I have done, it is impossible to escape the blame of unworthiness, if he happens to have been accused of a misdeed, even though such accusation has been proved a baseless calumny of political opponents, and therefore I shall not dare to remain any longer in Your Majesty's high service. I therefore beg that Your Majesty may be pleased to relieve me of the post of Minister of Communications.

On being acquainted with the contents of the above paper, Marquis Ito is said to have expressed an amazement at this sudden turn of affairs, but seeing that Mr. Hoshi's decision was apparently irrevocable, the Premier, our contemporary learns, promised to keep the resignation in his hands until he had consulted his Ministerial colleagues on the matter.

On the same afternoon Mr. Hoshi made public a sort of apology addressed to the nation at large, in vindication of his personal integrity. We (*Japan Times*) give below a résumé of it.

Since the charge of bribery was made against some of the members of the Tokyo City Council, the public had become greatly excited over the affair, says Mr. Hoshi in opening his declaration. An attempt had been made, he continues, to connect the charge with him, and that to such an extent that some have even dared to call him an "official thief" and a "shameless scoundrel." But so far as he was concerned, it had all originated in an attempt on the part of his political enemies to injure him in the eyes of the public, and he had paid no attention to these accusations. Unworthy as he was, he was a Minister of State, and he could not have done anything to prove false to the trust of the Emperor and the nation.

"Some little time ago," Mr. Hoshi goes on, "I wrote to one of the principal of my accusers in order to take issue with him on my guilt; but he preferred to elude himself in a subtle way. I then thought it not worth while to argue with these fanatics, and I have since quietly waited for the development which would throw a light on the true aspect of the matter." When a public charge came to be lodged in a court of law, these accusers had the cunning to praise the uprightness of the judiciary, but when official enquiries began to establish the unfoundedness of their calumnies, they had turned right round and dared to talk of the unreliability of our judicial and police systems. Indeed they were audacious enough to think that they could make the judicial organ of the country a tool for accomplishing their knavish scheme. Many conflicts were common between the East and the West, but such low and underhand tactics as his enemy chose to rely upon deserved to be thoroughly despised by all right-minded people.

"I thought at first," proceeds Mr. Hoshi further, "that the slanderous charges made against me were too transparent to be believed in by anybody, and the conduct of the procurator's office in countenancing them even reminded me of those olden days when judges were arbitrary and overbearing when they suited them. But as the investigation progressed, I was pleased to notice that the facts came to show forth in their true light. And as I had expected, the most rigid researches carried out in all possible directions have only ended in shattering these disgraceful accusations built on utter falsehood, and in exposing the shameless scheming of my political enemies."

In conclusion Mr. Hoshi pities his accusers for having deceived the public, no less than themselves in their despicable attempt to injure a public man by allowing themselves to believe in baseless rumours, and by having recourse to cowardly devices, being unable to face him in open fight on facts. He asserts that if one chooses to live a retired life, he has every right to do so, but once he enters upon active public life he must expect to create enemies. In his case he has been a fighter all his life and he does not wonder that he is surrounded by foes. If he were to speak his own mind, he might say that the attacks made on him were, as far as he was concerned, nothing more than the rustling of the morning breeze. Yet he felt that he owed an apology to the nation for having made himself the centre of so much hatred on the part of his political enemies, hatred which had culminated in the present excitement.

A JEWISH WEDDING AT SINGAPORE.

Yesterday afternoon, says the *Singapore Free Press* of the 28th December, the Synagogue in Waterloo Street was crowded with the elite and beauty of the Jewish community of Singapore on the occasion of the marriage of Miss Renah Ezra, the eldest daughter of Mr. N. M. J. Ezra, Singapore, to Mr. M. J. Moses, manager of Messrs. S. J. David & Co. of Kobe, Japan. The bridegroom was attended as best man by his younger brother from Hongkong, and the two younger sisters of the bride acted as bridesmaids. The marriage ceremony was performed by Rabbi J. I. Shridah and after the religious ceremony the happy pair drove to the residence of Mr. Ezra in Devonshire Road where they were warmly congratulated by the guests. After the usual toast had been drunk, the newly-wedded couple drove off to Tanjong Katong.

NAVAL AND MILITARY NOTES.

Among the officers brought home in the transport *Yamato*, which arrived at Southampton on the 1st December, was Major L. S. F. Enidley, R.M.A., who took part in the defence of the Peking Legations, and who, being invalided home, was sent to Haslar Hospital, and there, on board 500 naval and marine invalids from China. The majority took part in the march to the relief of Peking, under Admiral Seymour, and the defence of the Legations. Most of them were convalescent.

General officers commanding infantry brigades at Aldershot have been instructed to submit the names of any subalterns of infantry serving under their command who may be desirous of being considered for appointment as lieutenants in the Chinese Regiment of In-

fantry. Officers selected will be seconded in their regiments for a period of three years, with power of extension to five years; they must be certified to be medically fit for such service by an officer of the Royal Army Medical Corps.

The *Militär-Zeitung* states that the cost of the German Chinese expedition to March 31, 1900, forms a third supplement to the German Budget, and is estimated at £7,633,500. The navy, £1,000,000 for posts and telegraphs, £1,150,000 for pensions to widows and orphans, and £5,500,000 for medals. The expeditionary corps consists of 82 officers, 120 medical officers, 161 higher officials, 18,712 men, 27 subordinate officials, and 5,579 horses. No troops will be sent out to take the place of those killed or invalided unless a change in the circumstances make this absolutely necessary.

The *Armée de Mer* states that a wooden vessel, the *Papin*, which was condemned to be sold, is to go to Japan, to take the place of the French transport *Caravane*, which was sunk in a short time ago. She carries two 5 in. guns, and has a complement of seven officers and 100 men. The gunboats *Cocyle* and *Phlegion* are ordered out to the Far East for the defence of Saigon. The transports *Aube* and *Eure*, belonging to the naval division of the Pacific, are to be disarmed at Noumea and used as hulks. The *Meurthe* and *Durance* are being sent out to take their place. The *Durance* will be delayed in order that the damage she received in her collision with the *Vienne* may be repaired.

Vice-Admiral Sir William Kennedy, in reply to the Imperial Forces, at the third annual dinner of the Royal Temple Yacht Club, held on 31st December at the Hotel Cecil, said he had read that a French officer had a scheme for the invasion of England at short notice, and felt so confident, that he was pleased to say that the British Army was rotten, and the Navy was generally in a state of mutiny before action commenced. The speaker hoped he would give some details of his plan, for they at the Nore would be the first to catch it. He was going to see how the destroyers were getting on; and, by the way, they had sunk barges and other things recently; he thought they were doing well. (Laughter.) If this was done in time of peace what would they do when war came? He only paid the gentlemen with thought of invading and hoped they would commence at the Nore; the men there would not be found napping. The Navy was in a satisfactory condition, and it was prepared to deal with any combination that could be brought against it.

Lieutenant d'Arcy, who directed the defence of the French Legation at Peking, has been promoted to the rank of Officer of the Legion of Honour.—*The L. and C. Express*.

CHINA MUTUAL STEAM NAVIGATION CO.

An extraordinary general meeting of the China Mutual Steam Navigation Co. was held at 3, Billiter-street, E.C., on 4th Dec., for the purpose of sanctioning the reconstruction of the company. The object of the reconstruction is to modify the constitution of the organisation, and in particular to enable it to capitalise its reserve funds, which have been employed in the company's business and treated as capital, and to give the shareholders the benefit of the increased value of the fleet. Mr. D. Reid presided. The Secretary (Mr. D. L. Reid) having read the notice convening the meeting, the Chairman said:—

The notice is a circular letter, dated Nov. 24, convening this meeting, your directors have had some correspondence and interviews with a few large and influential shareholders, which have induced the Board, on further consideration, to modify the conditions of the scheme of reconstruction in respect of the proposed distribution of bonus shares. The directors have come to the conclusion that it will be found, not only more equitable to both classes of shareholders, but in the interest of the company as well, if in the proposed reconstruction scheme they distribute bonus fully-paid ordinary shares of £7.10s. each, instead of, as originally intended, bonus fully-paid 6 per cent. preference shares. The only difference you will please note is in the substitution of ordinary for preference shares, the bonus distribution remaining the same. I will now briefly (as time is valuable) put before you the reasons for, and endeavour to explain, as clearly as I can, the working of the proposed scheme. Nearly nine years ago an extraordinary general meeting of the shareholders was summoned to approve of a scheme of reconstruction, which would give effect to the Board's recommendation for sub-dividing the original shares of the company, which were of £20 each fully-paid, and ordinary shares of £10 each, with £5 per share called up. This was carried by a unanimous vote, and has, I believe, been popular, and of advantage to the shareholders. To-day we have convened this meeting for the purpose of inviting your sanction to another reconstruction of a more important and, I think you will consider, advantageous character. By this, if the resolutions which be submitted to you are approved and passed by the requisite majority, the directors propose to increase considerably the capital of the company; not by calling up the amount unpaid on the ordinary shares or by asking subscriptions for new shares, but by desire that all the shareholders, preference and ordinary alike, should, in consideration of the enhanced value of the company's ships and general assets, receive bonus fully-paid ordinary shares of £7.10s. each to an equivalent amount of their holding in the existing company. For example, a holder of ten preference shares in the existing company will receive in the new company ten preference shares of similar character and value, and, in addition, ten fully-paid ordinary bonus shares of £7.10s. each; and a holder of ten ordinary shares in the existing company will receive in the new company ten ordinary shares with £5 per share credited as having been paid thereon, and, in addition, ten fully-paid ordinary bonus shares of £7.10s. each. As you are no doubt aware, this company has been worked and developed on a small paid-up capital, the directors having been able to build up your valuable fleet by utilising the reserve and insurance funds, and by means of finance bills. The fleet of ten steamers, having together a dead-weight capacity of 72,000 tons, we propose to sell to the new company for £600,000, being the equivalent of about £8.5s. per ton, an exceedingly moderate price, and considerably below the actual value of the fleet to-day. The nominal capital of the reconstructed company will be £600,000, but of this only £502,080 will be issued, made up in the manner following:—

Existing capital—£169,900
Fully-paid preference shares of £7.10s. each £167,360
Existing capital—£169,900
Shares of £7.10s. each with £5 paid up 83,680
To be issued—£33,472 new ordinary shares of £7.10s. each fully paid 251,040
£502,080

I do not at the present time propose to anticipate the figures of the balance-sheet for 1900, which you will receive a few months hence, beyond saying that the working of the company, thanks to your fleet and to the skillful administration of your managing director, has been quite satisfactory; and, your directors feel, in this proposed new issue of shares, that they are not only giving to the shareholders a handsome bonus, but that they are putting the company on a just and proper footing. I wish to make it clear that the proposed new issue of fully-paid bonus ordinary shares of £7.10s. each will not participate in any dividend from the earnings of the current year, but will rank *pari passu* from Jan. 1 next, with the existing ordinary shares, which have £5 paid up. The dividends on the 6 per cent. preference shares, which, as I have already said, remain exactly in number and value as at present, having been provided for and paid in each year, the balance of the net revenue available for dividend will be divisible amongst the holders of the proposed issue of new fully-paid ordinary shares of £7.10s. each, and the holders of the existing ordinary shares of £10 each, having £5 per share called up. But I wish it to be clearly understood that the intention of the scheme is that the dividend on the new bonus fully-paid ordinary shares of £7.10s. each shall in no year exceed 6 per cent. per annum, whereas the ordinary shares of £10 each, with £5 called up after having also had a dividend up to 6 per cent. per annum on the amount paid up, would further receive any surplus which might be available for dividend. Supposing the net profits available for dividend in any one year reached £30,000, the distribution would be as follows:—

On the 6 per cent. preference shares—£10,000
On the new bonus ordinary shares at 6 per cent. 15,000
On the original ordinary shares £5 paid at 10 per cent. 8,000
£33,000

But supposing the net profits available for dividend were £33,000 the division would then be:—

On 6 per cent. preference shares—£10,000
On new bonus shares at 6 per cent. 15,000
On original ordinary shares £5 paid at 10 per cent. 8,000
£33,000

It is proposed in the articles of the association of the new company to retain the name of the China Mutual Steam Navigation Company (Limited), although in the working of the business the mutual principle contemplated on the formation of the company, some eighteen or nineteen years ago, has never been practicable or operative. The directors have therefore considered it expedient to expunge from the new articles Clause No. 123 (b) which reads thus:—

"Of the residue of such profits three-fourths shall be divided amongst such of the members holding respectively not less than five shares of the company or stock of the company of the nominal value of £50 as shall during such year or other period have contributed freight to the company's business rateably in proportion to the amount of freight so contributed by them respectively, and the remaining one-fourth shall be divided amongst the holders of the ordinary shares in proportion to the nominal amount of shares held by them respectively."

Otherwise no change in the articles is contemplated. I hope I have made myself clear and intelligible in my endeavour, briefly and concisely, to explain the intentions and desires of your directors in this proposed alteration of the capital and the value of the company's property. If approved and adopted it will bring in no new working capital to the company, but it will substantially increase your holding of shares without either liability or the payment of money, and in good years may add considerably to your dividends. I trust, therefore, the shareholders will command itself to all the shareholders, preference and ordinary alike, would only add that it is a great satisfaction to your board after its eighteen years' working, to be able to present to the shareholders such a satisfactory position of their company; and it seems fitting that we should mark the close of the nineteenth century by making the shareholders generally participants in a substantial and as fair and equitable a form as we can devise, of the greatly-enhanced value of their property. I have now to propose the following resolutions:—

1. "That it is desirable to reconstruct the company, and accordingly that the company be wound up voluntarily, and that Mr. David Reid and Mr. William Andrew Guldand be and they are hereby appointed liquidators, for the purposes of such winding up."

2. "That the said liquidators be and they are hereby authorised to consent to the registration of a new company, to be named 'The China Mutual Steam Navigation Company (Limited)', with a memorandum and articles of association, which have already been prepared with the privacy and approval of the directors of this company."

3. "That the draft agreement submitted to this meeting, and expressed to be made between 'this company and its liquidators of the one part, and 'The China Mutual Steam Navigation Company (Limited)' of the other part, be and the same is hereby approved, and that the said liquidators be and they are hereby authorised, pursuant to Section 101 of 'The Companies Act, 1862', to enter into an agreement with such new company (when incorporated) in the terms of the said draft, and to carry the same into effect, with such (if any) modification as they think expedient."

Mr. J. A. Maitland seconded the motion. Mr. Nelson addressed the meeting at some length, and maintained that by the scheme proposed the preference shareholders would obtain an undue advantage over the ordinary shareholders. For his own part he thought that the best thing would be for them to let well alone and not pass the resolutions for a paper inflation and a watering of stock. He moved as an amendment "that any shares issued of the nature of bonus shares shall be deferred as to participation in profits until the rights of present shareholders, as provided by the articles of association, have been provided for."

Mr. Anton seconded the amendment. Mr. Maitland, in reply, stated that most of the shareholders held both classes of shares. He had no fault to find with Mr. Nelson's figures as far as they went, but he had stopped at a division of £25,000 of profits. Taking only last year's balance-sheet, however, there was £30,000 to divide, and £33,000 was carried to depreciation, and £25,000 to another reserve. As Mr. Nelson had said, dividing £25,000 the ordinary shareholders would get 14 per cent., and the preference shareholders 9 1/2 per cent.; but supposing £27,000 were distributed, then the preference shareholders would get 10 per cent., and (according to the scheme now submitted, the preference shareholders could never receive more than that), while the ordinary shareholders would receive 13 per cent. If £30,000, £32,000, or £35,000 were distributed, the ordinary shareholders would receive 15 per cent., 18 per cent., or 21 per cent., the preference dividend, of course, remaining at 10 per cent. The proposal before the meeting was simply for the benefit of the shareholders generally, and the directors did not care personally whether it was approved or not.

After the solicitor had replied to certain questions, endorsing the directors' proposals, the amendment was put and lost, and the resolutions were afterwards carried by a large majority.

A vote of thanks to the chairman terminated the proceedings.

After the solicitor had replied to certain questions, endorsing the directors' proposals, the amendment was put and lost, and the resolutions were afterwards carried by a large majority.

NOTANDA.

CALENDAR.
JANUARY.
Meteorological means based on fifteen years' observations to 1895.
Barometer 30.159
Thermometer 59.7
Humidity 74.
Rainfall 1.545

TO-DAY.
WEATHER REPORT.
On date at 10 a.m. On date at 4 p.m.
Barometer 30.04 29.95
Temperature 67 67
Humidity 91 86
Rainfall 0.08 —

TO-DAY.
Saturday, 5th January, 1901.
Chinese—15th of 11th moon of 26th year of Kwang-si.
Sun—Rises 6hr. 40min.
Sets 5hr. 24min.
Moon—Full Moon 7hr. 50min. a.m.
High water—Morning 10hr. 31min.
Afternoon 4hr. 59min.
Low water—Morning 3hr. 31min.
Afternoon 2hr. 57min.

ANNIVERSARIES.
1612—Sir Isaac Newton born.
1717—Calcutta recaptured by Clive.
1827—Duke of York died.
1840—Decree of Emperor Tao-kuang prohibiting trade with the English.
1838—Commissioner Yeh captured.
1896—Village of Gai, Persia, destroyed by earthquake; 800 killed. The Government yielded to the Chinese petition re the Light and Pass Ordinance.
1897—Sharp shock of earthquake at Kiukiang. Trial of Mrs. Carew commenced at Yokohama.

TO-MORROW.
Sunday, 6th January, 1901.
Chinese—16th of 11th moon of 26th year of Kwang-si.
Sun—Rises 6hr. 41min.
Sets 5hr. 25min.
High water—Morning 11hr. 7min.
Afternoon 4hr. 40min.
Low water—Morning 3hr. 7min.
Afternoon 2hr. 43min.

ANNIVERSARIES.
1878—Great Fire at Tientsin 1,400 famine refugees burnt to death.
1889—Wreck of the British ship *Anglo-Indian* near Tamsui; Captain and 13 of the crew drowned.
1890—Messrs. Henry and Victor Roque, Captain Roze, Mr. Costa, and Messrs. Roque's Compadore attacked by pirates at Dongtrieu, Tonquin; Captain Roze murdered and the rest of the party were taken prisoners and held for ransom until 7th March.
1896—National Reform Committee arrested at Johannesburg.
1897—The dismasted British bark *West York* sold at auction for \$5,800.
1898—The town of Ambouina destroyed by an earthquake.
1899—H.M.S. *Sandpiper* Commissioned.

AGENDA.

TO-DAY.
Cargo ex *Lightning* subject to rent.
TO-MORROW.
O. & O. Co.'s steamer *Doric* leaves for San Francisco via Shanghai, etc.
Daylight—O. S. K. steamer *Saijin Maru* leaves for Coast Ports.
Daylight—D. & Co.'s steamer *Thales* leaves for Coast Ports.
4 p.m.—C. N. Co.'s steamer *Taiwan* leaves for Australian Ports.

CHURCH SERVICES.
St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.
German Bethesda Chapel, West Point—Morning Service, 11 a.m.
St. Francis' Church, Wanchai—Mass (Chin.), 6 a.m., (Port.), 7.30 a.m. Benediction, 5 p.m.
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.
St. Anthony's Chapel, West Point—Mass, 8 a.m.
 Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.
St. Peter's Church, West Point.

The Feast of the Epiphany, Sunday Jan. 6th, 11 a.m.
Hymn 446; Venite, Crotch; Te Deum, Russell; Benedictus Tule Hymns, 95, 321, 94.
(6.30 p.m.)
Hymn, 89; Magnificat, Woodward; Nunc Dimittis Bonis Peregrinis; Hymns, 101, 326, 373.
The Mission Launch *Dayspring* will call on the ships on Sunday morning between 9 and 10.30 a.m., to take men ashore for the services. "The answering pennant" may be hoisted.

MONDAY, 7th.
Belilos Public School reopens.
TUESDAY, 8th.
Grand glove contest at the Theatre Royal.
WEDNESDAY, 9th.
C. N. Co.'s steamer *Benvenue* leaves for Japanese Ports.
Steamer *Lightning* leaves for Singapore Penang and Calcutta.
daylight—O. S. K. steamer *Anbing Maru* for Swatow etc.

11.30 p.m.—Extraordinary General Meeting of the Hongkong Cotton Spinning Weaving and Dyestuffs Co., Ltd. at their office.
9 p.m.—The Pollard's Lilliputians at the Theatre Royal.
Cargo ex *Sado Maru* subject to rent.
THURSDAY, 10th.
Cargo ex *Peguislar* subject to rent.
SATURDAY, 12th.
T. K. K. steamer *Nippon Maru* leaves for San Francisco via Shanghai etc.
3 p.m.—The Pollard's Lilliputians, Matinee at the Theatre Royal.

MONDAY, 14th.
Auction at H.M.S. Naval Yard.
3 p.m.—Meeting of the Shareholders of the Wanchai Warehouse and Storage Co. Ltd.
TUESDAY, 15th.
12.15 p.m.—Extraordinary General Meeting of the "Star" Ferry Company at their Office.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*Princess Irene*) 8th instant.
American (*Coptic*) 20th instant.
Canadian (*Empress of India*) 20th instant.
HONGKONG AND WHAMPOA DOCK RETURNS.
H.M.S. *Sandpiper* ... at Kowloon Dock.
S.M.S. *Hansa* " "
U.S.S. *Albatross* " "
Empress of China " "
Wilhelmina " "
Michael Jensen " "
Feikeo " "
Pictola " "
Tartar " "
Shaylung " "
Tlemachus " "
Phra Chom Kiao Cosmopolitan
Peiyang Aberdeen
Peking " "

PASSED THE CANAL.
Outward—14th December: Andalusia, 18th December—Calcutta, Hamburg, Merionethshire, Shanghai, Den of Ogi, Nijni Novgorod, Paknam, 21st Dec.—Kawachi Maru, Hannover, Holsatia, Adriatic, Alcinous, Tamalava, 28th Dec.—Laos, Moyune, Afanitia, Siberia, Pisu, Suvia, Strombus, 1st Jan.—Canton, Malacca, Redout, Sachsen, Cathay, Palladin Hall, Ashmore, 4th Jan.—Bontay, Glengarry, Dresden, Deucalion.
Homeward—1st Jan.—Aza Maru, Ajax, Hüllgen, 4th Jan.—Kong Alert.
Arrivals at Home—2nd Jan.—Agamemnon, 5th Jan.—Annam, Hakata Maru, Alderney.

Shipping.

Arrivals.
CHINA, German steamer, 1,113 P. Voss, 5th Jan.—Saigon 31st Dec, Rice.—Siemsen & Co.
FORMOSA, British steamer, 674, A. E. Hodgins, 5th Jan.—Tamsui 2nd Jan, Amoy 3rd and Swatow 4th. General.—Douglas, Lapraik & Co.
ANPING, British steamer, 1,158, H. Barlow, 5th Jan.—Canton 4th Jan, General.—C. M. S. N. Co.
CHOYANG, British str., 1,194, G. H. Bowker, 5th Jan.—Canton 4th Jan, General.—Jardine, Matheson & Co.
ANPING MARU, Japanese steamer, 1,053, S. Atsuni, 5th Jan.—Amoy and Swatow 4th Jan, General.—Mitsui Bussan Kaisha.
MEMNON, Dutch steamer, 1,862, F. Chirnes, 5th Jan.—Singapore 29th Dec, General.—Butterfield & Swire.
LOONGSANG, British steamer, 1,092, G. S. Weigall, 5th Jan.—Manila 2nd Jan, Hemp.—Jardine, Matheson & Co.
HANSA, German steamer, 1,200, L. Schall, 5th Jan.—Shanghai 1st Jan, General.—Siemsen & Co.

Clearances at the Harbour Office.

Daijin Maru, Jap. str., for Swatow.
Taike, German str., for Amoy.
Sungkiang, British str., for Manila.
Wo Ping, Chinese steam-launch, for Wuchow.
Taipei Maru, Japanese str., for Moji.
Cloyang, British str., for Swatow.
Proito, German str., for Saigon.
Kiuh Ping, Japanese str., for Canton.
Pak Kong, British str., for Canton.
Doric, American str., for Macao.
Hollan, French str., for Hoihow.
Anava, British str., for Yokohama.
Charterhouse, British str., for Amoy.
Hanglelow, British str., for Shanghai.
Tai Ping, Portuguese steam-launch, for Macao.
Quarta, German str., for Singapore.

Departures.
Jan. 5, *Amigo*, German str., for Haiphong.
Jan. 5, *Bengal*, British str., for Europe.
Jan. 5, *Proito*, German str., for Saigon.
Jan. 5, *Peninsular*, British str., for Shanghai.
Jan. 5, *Adamaster*, Portuguese cruiser, for Macao.
Jan. 5, *Italian*, French str., for Hoihow.
Jan. 5, *Kiuh Ping*, Japanese str., for Canton.
Jan. 5, *Sungkiang*, British str., for Manila.
Jan. 5, *Taipei Maru*, Jap. str., for Moji.
Jan. 5, *Quarta*, German str., for Singapore.
Jan. 5, *Anava*, British str., for Yokohama.
Jan. 5, *Hanglelow*, British str., for Shanghai.
Jan. 5, *Taike*, German str., for Amoy.

Passengers—Arrived.
Per *Hansa*, from Shanghai—8 Chinese.
Per *Memnon*, from Singapore—348 Chinese.
Per *Formosa*, from Tamsui, etc.—Capt. Farrow, and 120 Chinese.
Per *Loongsang*, from Manila—Messrs. Carter, Horridge, Almon, Finlay, Robins, and 133 Chinese.

Departed.<

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 11th Jan., at Daylight.
KASUGA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Noon.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 18th Jan., at Daylight.
ISUZUMI MARU	SHANGHAI, KOBE and YOKOHAMA	SATURDAY, 19th Jan., at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA	WEDNESDAY, 30th Jan., at Noon.
BINGO MARU	KOBE and YOKOHAMA	MONDAY, 18th Feb., at Daylight.

* Taking Cargo and Passengers for CANADA and UNITED STATES, transshipping at KOBE, per S.S. "KINSHU MARU," sailing thence on the 1st February, 1901.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 4th January, 1901.

HAMBURG-AMERIKA LINIE. (Freight Service). NORDDEUTSCHER LLOYD. (Freight Service).

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NORDERNEY	MARSEILLES, HAVRE & HAMBURG	12th January, Freight.
SAMBA	(LONDON with transshipment in HAMBURG)	22nd January, Freight.
SILBIA	(LONDON with transshipment in HAMBURG)	9th January, Freight and Passage.
SIBIRIA	(LONDON with transshipment in HAMBURG)	About 18th February, Freight and Passage.
BRUN	(LONDON with transshipment in HAMBURG)	About 28th February, Freight and Passage.
PREIBURG	(LONDON with transshipment in HAMBURG)	About 28th February, Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 12th Jan., 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 7th Feb., 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 2nd Mar., 1901, at Noon.

THE Twin Screw Steamship "NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th January, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

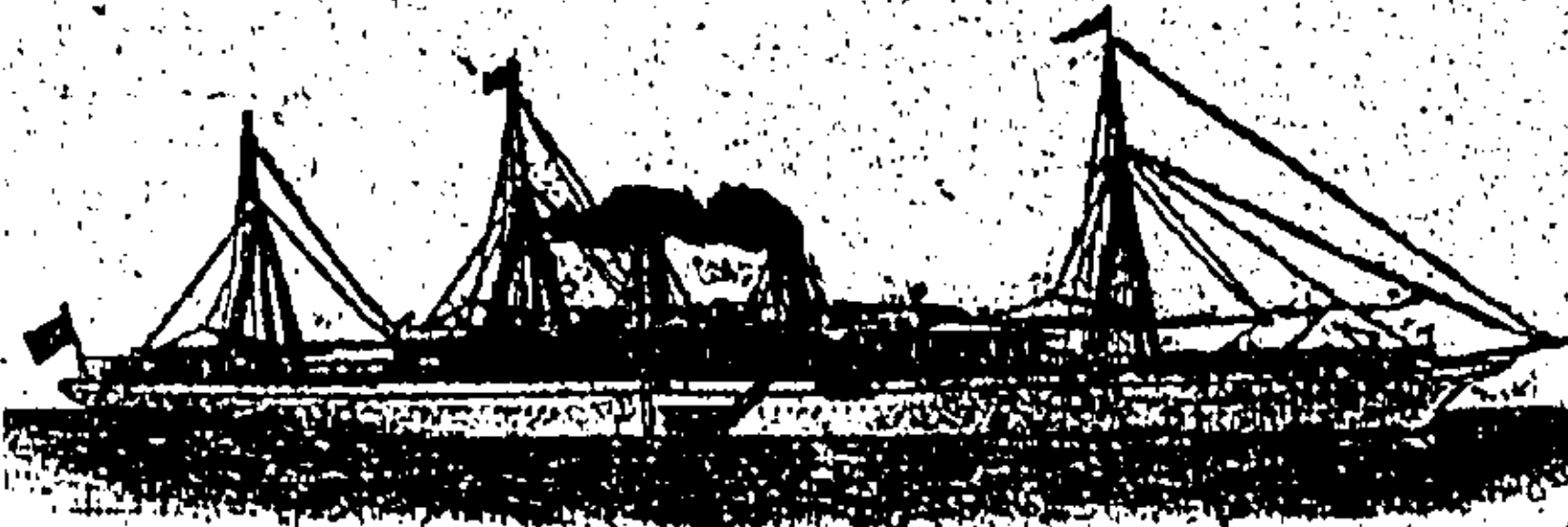
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 18th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 16th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 19th December, 1900.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Sunday, 6th January, at Daylight.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th January, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 23rd Feb., at Noon.

THE Company's Steamship

"DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 6th instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, returning to San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 2nd January, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"ADATO," 2,145 tons. Captain J. McIntyre.

This Steamship will be despatched on TUESDAY, the 15th January, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any Point in the United States and Canada. Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Under-signed until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 4th December, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Goodwin	4,421	A. Jackson	Jan. 18
Olympia	2,837	J. Truebridge	Feb. 1
Tacoma	2,811	M. Dixon	Mar. 1

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52. Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35. The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYE and ST. MICHAEL. Rates of Passage to other Points on application.

Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 2nd January, 1901.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR NAGASAKI, KOBE & YOKOHAMA. THE Company's Steamship

"BENVENUE" will be despatched above on WEDNESDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd January, 1901.

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUZUKI CANAL. THE Steamship

"DEVONSHIRE" will be despatched for the above Port, on or about the 10th January, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 31st December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOY. THE Company's Steamship

"AKASHI MARU," will be despatched for the above Port, on WEDNESDAY, the 15th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd January, 1901.

FOR NEW YORK VIA PORTS AND SUZUKI CANAL. THE Steamship

"POLARSTJERNEN" will be despatched for the above Port, on or about the middle of January.

For Freight, apply to DODWELL & Co., LIMITED, Agents.

Hongkong, 4th December, 1900.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	DARDANUS	Steeves	8th January, 1901.
"	RHIPRUS	Day	22nd January, 1901.
LIVERPOOL	ACHILLES	Brown	About 18th Jan., 1901.
(Taking Cargo at LONDON RATES)			
(Taking Cargo at LONDON RATES)			

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 29th December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"DAIJIN MARU," Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 5th January, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"THALES," Captain Robson, will be despatched for the above Ports, TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 5th January, 1901.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. THE Company's Steamship

"KASHING," Captain Hopkins, will be despatched as above TO-MORROW, the 6th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd January, 1901.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above TO-MORROW, the 6th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1900.

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"TAIYUAN," Captain Nelson, will be despatched as above TO-MORROW, the 6th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1900.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"ANPING MARU," Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 9th January, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th December, 1900.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on WEDNESDAY, the 9th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 3rd January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship

"LOONGSANG," Captain Weigall, will be despatched as above on WEDNESDAY, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 3rd January, 1901.

SAILING VESSEL.

FOR NEW YORK. THE 31 L. H. British Bark

"R. MORROW," Captain Douglas, having arrived is now loading here for the above Port and will have quick despatch.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 4th December, 1900.

Auction.

PUBLIC AUCTION.

MESSRS. HUGHES and HOUGH have received Instructions from the Owner to Sell by PUBLIC AUCTION, In One Lot,

FRIDAY, the 25th day of January, 1901, at 3 o'clock P.M., at their SALES ROOMS.

ALL THAT Piece or Parcel of GROUND situate lying and being at Victoria, in the Colony of Hongkong and registered in the Land Office as INLAND LOT No. 1,096, together with the Messuage or Tenement Erections and Buildings thereon known as "HALDON" BONHAM ROAD, held from the CROWN for a Term of 999 years from the 25th day of December, 1890.

Total Area 65,815 Square feet, Crown Rent \$300 per Annum.

For further Particulars and Conditions of Sale, apply to Messrs. JOHNSON, STOKES and MASTER, Solicitors for the Vendor, or to The Auctioneers.

Hongkong, 2nd January, 1901.

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1895.

To be Let.

GODOWNS TO LET.

AT WANCHAI and WEST POINT.

Apply to—EDWARD OSBORNE, Secretary.

HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED, Hongkong, 5th December, 1900.

TO LET FURNISHED.

2 and 3, GOUGH HILL, PEAK, from middle of April.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 3rd January, 1901.

Consignees.

TOYO KISEN KAISHA. NOTICE.

CONSIGNEES OF CARGO per Steamship

"NIPPON MARU." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 3rd January, 1901.

NOTICE TO CONSIGNEES.

A CASE OF HEREDITY.

BY JULIAN DALZIEL.

(Specially Written for the "Hongkong Telegraph.")

(Continued from last Saturday.)

"B'! me! can't ye hear it, Boss? It seems to me to come from the bleeding stoke-hole," said the Second, anxiously.

"Ay, I can hear it, but it doesn't come from the stoke-hole," said the Chief, sharply, and crossing over to a recess in the bulkhead, he laid his hand on the closed and padlocked end of a large iron pipe that stood some two feet above the flooring.

"That's where it comes from, my man," he whispered, oracularly.

"From the 'ash-shoot'?" queried the Second, in astonishment.

"Ay, from the 'ash-shoot,' no less.

The 'ash-shoot' is an iron pipe built into the structure of the ship, the inner end being in the engine-room, and the other opening on the outer world about the water level on the ship's side. As its name implies, it is used for discharging ashes.

The Second laid his ear for a moment to the casing, then springing upright he exclaimed, "You're right, Chief, you're right. I can hear it quite distinctly inside the 'shoot.' What the deuce can it be?"

"Get the 'bullseye' and well soon see," replied Donaldson, the practical, producing a bunch of keys, and beginning hurriedly to try them in the padlock. The two men, who felt they stood on the brink of a discovery, were quivering with excitement. The Chief's hand shook, the keys seemed to have a noted aversion to the keyhole, and the beam of light from the lantern wobbled to illuminate every place but the spot required.

"Haud the light steady, ma mannie, for God's sake," entreated the Chief, falling back on the dialect of his early days at this supreme moment. "The deil lee away with the key—put it in any way? Great Scott! if that putrid key-hole has shrunk during the night."

"Only, Smokey! Let us hold the key-hole, Guv'nor," said the Second, facetiously.

"Haud yer lo' Colonial jaw! or haud the candle—it's a' yer fit for," was the gruff rejoinder.

With that the key was found, and silently the two men raised the heavy iron lid. The Second threw the beam from the lantern down the pipe, and the two exclaimed, in perfect unison, "Well—I'm—darned!"

The secret of the smugglers lay exposed. About two feet below the mouth a hole had been cut in the pipe, where it would be invisible to any one standing in the engine-room. Through this a steel wire rope, at present travelling, passing along the pipe and into the river in obedience to some power controlling its further end. At about every four feet a small oblong box was attached with wire to the rope. The astonished watchers knew at once that the tin boxes could contain nothing but that most valuable of contrabands, opium. The grinding noise, was made by the rope passing along the pipe, and the periodical 'click' was the result of the tins jumping the edge of the opening into the 'shoot.'

"My God! Of all the ingenious—the thing's automatic!" exclaimed the Chief, the thing's automatic. "That's the best of it," echoed the younger man. "Then moved by a most natural impulse, 'Stop them!' he cried, and made to catch the rope.

"Na, na! Keep your hands off! I know a thing worth two of that. We know how the stuff leaves the ship. Now we want to know where it gets to. The one conundrum solved, the other should be easy. Lord but these smugglers are cute! I just fancy the originality of them. And the whole thing so simple too. The 'ash-shoot' passes through the spare bunker, full of coal, as you know—and they've hollowed out a space there, and they've got to do it to coil the rope down into it with the tins fixed, make the end of a ball of twine fast to the rope, and the last freeman to leave the engine-room at night rolls the ball down the shoot. Then when things are quiet, their friends—passing in a 'slipper-boat'—probably—catch the end of it, yo-lo to a safe distance, and pull on the rope, and away come the tins right into their hands. Ech, man! Won't this give us the laugh of these Customs' bibles. Shut the 'ash-shoot,' and then I think this deserves a smile."

The two men pledged each other solemnly in the dim light, and then the second broke into an utterly ludicrous but silent travesty of the Larachshire hornpipe on the matted floor, while the old man in full sympathy stood by and ejaculated, "Hooh!" in an enthusiastic whisper at the proper intervals. The dance having reached the 'double-shuffle' stage that fore-shadows the *four-de-force* which winds up this class of entertainment, prudence again resumed its assumed position over the Chief's mind; and with a "Wheesh! ye daft larkin', wheesh! knock it off!" he stopped the performance.

"Now then let's get out of this," he continued. "And next night we'll spring a little surprise party on this gang. Eh, man! Won't I have a laugh at Stennis over this?" and chuckling mightily the old man led the way from the engine-room.

On the afternoon of the same day he posted an account of his discovery to the Harbour-Master; and next evening, shortly after the Chief was mounted at Canton, the bulky figure of that official was seen making his way through the jabbering coolies that lay in wait for the wharf.

He congratulated the engineer heartily on his discovery, and then proceeded to air his views on the situation.

"It's one thing to secure the opium, but I'm afraid it'll prove a much harder affair to get at the bottom of this business, for that there is underhand work going on I am assured."

"Like enough," said the Chief. "Still I think if once you lay hands on the gang at the other end of the rope, you'll have a clue to the whole business."

"I'm sure I hope so," said Stennis, anxiously. "Well, I'll have a couple of the Customs' sampans lying in the river about midnight, you'll keep your lamp burning dimly in your window here, and if we see it flash three times, we'll know that the opium is leaving the ship. Then we'll drop down the river with a grapnel, fish up the rope, and follow along it to the outer end. I expect we'll fetch up in some of these old shanties on the Honan side."

"Umph! I mislaid you," was the dry rejoinder. "Ye'll fetch up at the end of the rope, and that'll be in the middle of the river. What d'ye think the smugglers'll be doing, all the time ye're trawling up and down the stream, and the moon nearly at the full. No, ye'll have to find a better plan than that before ye catch these gentry."

"It's not a very bright idea, I confess," said the Harbour-Master, dubiously, but I don't see how we can better it."

"We—and who might 'we' be?" enquired the old man, with immense scorn. "No, no, if ye think to include me in such foolishness, ye're whistling up the wrong 'close.' I always knew the Customs were a puzzle-head gang, but if that's the best ye can do, count me out. If I'm to have anything to do with it, give me a plan I say, that'll lay them by the heels for certain. I don't want to have all this to do over again. It's bad enough to have to associate with the Customs at all."

"Dry up, for goodness sake!" cried the Harbour-Master, "if you've got an idea in your old head, out with it like a man!"

This was the opening the old man wanted. Slowly he took his pipe from his mouth, and with painful exactness fitted it to the rack on the bulkhead at his side; most deliberately he ran his fingers through the grey stubble that served him for hair; his features took on an expression of austere gravity; he coughed solemnly twice; and then, after these impressive preliminaries, he leaned forward and unfolded his plan to the wholly amused and partly disgusted Harbour-Master.

As he proceeded, the look of self-satisfied good nature, that his auditors' features usually wore, was gradually replaced by a grave and thoughtful expression, then his eye twinkled, and he interrupted it with an assumption of horror, "Why man, it would be murder."

"Na, na. Not even manslaughter. It would be an accident. Anyhow, since when did the lives of a few rascally smugglers become of such account to the Imperial Maritime Customs. Of course, ye need know nothing about it officially if ye're scared for your skin. I'll fix the business on board the ship, and all ye've got to do is to lay your men handy when ye see every way. I've a sure thing, I tell ye, a sure thing," he concluded persuasively.

"I suppose I'll have to chance it, ye mad Highlandman. This is an uncommon case and uncommon cases require uncommon treatment. That'll be my justification if there's trouble afterwards."

"Spoken like a man," exclaimed the Chief. "I would be on hand myself if I was you. The officer on duty might be a smart man or he might not; he might keep his mouth shut or then again—he might talk."

"Of course I'll keep this affair in my own hands. It's quite usual, I know, but it will be every way a better plan than I can see to lie according to orders; he comes with me as a witness. Just signal with the lamp when ye've got the machine fixed, and we'll 'stand by' for the illuminations. I'll call round afterwards, and let you know how we've got on."

The setting sun tinged with amber the silver haze of the tropic afternoon, and the grey charcoal smoke that heralds the evening meal hung low over the brown and ochre roofs of the city. The sun set; but for a few precious moments a soft pink glow lingered, glorifying the half-dome of a sunset. Great steamers at anchor in the Back Reach; and making of great golden-sailed junk racing up on the flood-tide a fairy picture, to cheer the listless Europeans promenading the Shamen front; in just such a craft did "that noble and illustrious citizen of the City of Venice, Messer Marco, the son of Messer Nicolo Polo," see untold wonders, while travelling on the 'ambassadors' of the Great Khan, six hundred years ago.

The light died out in the sky; night's soft mantle veiled the city; and the dark bosom of the river became an avenue of the ancient homes of the despised, 'Zankas' or 'Boat People.' Only at one point did the lights encroach on this dark lane, where the 'Flower-Boats,' the pleasure resort of the *Jeuneuse d'Or* of the Two Kwang, thrust their serried tiers of lantern-decked balconies out over the shadowy waters. The ineffable taint—embroidered on a rich background of garlic—peculiar to the crowded cities of Cathay, filled the steaming atmosphere; and the twanging of a *pipa*, accompanying a chorus of shrill girlish voices, floated indistinctly from the further shore.

About this time, Donaldson, who had been taking his after-dinner stroll on the roomy upper deck of the old side-wheeler, concluded that it was time for him to make the first move in what he devoutly hoped would be a good night's work. He knocked the tobacco out of his pipe against the ship's rail, and went down to his cabin. Having carefully closed the door, he took from a drawer a tin box of the usual dimensions of an opium 'tin'; then, accompanied by the Second, and taking the usual precautions against being seen as on previous occasions, he descended to the engine-room.

"Easy with that box, ye careless devil!" the old man exclaimed as the Second stumbled in the darkness. "Dye want to blow us baith higher 'n a kite? Set it down on the desk here, and shine the 'bullseye' on it, while I see that she's all O.K. inside."

He gingerly opened the box, disclosing two pieces of dynamite 'stick' of the kind used for fishing cartridges and a detonator, and about two feet of fuse coiled neatly, the end projecting slightly through a hole in the side of the box.

"Get Wilt! I ain't cut a big dose, Boss?" asked the younger man in a hoarse whisper.

"Eight inches. I told Stennis five, but I've given her three more for luck."

"How long will the fuse last?"

"Fifteen minutes, according to the average of the separate experiments. That, taking into account the rate of travel of the rope, should fetch our friend to the far side of the river and a little further, before she starts talking. Then, you'll see the sparks fly."

He closed the box carefully, then talking two pieces of 'facing wire' and a pair of pincers from his pocket, he wound a piece round each end of the box, twisting the wire tightly with the pincers, but leaving the ends about two inches long. The 'ash-shoot' being opened, a close inspection disclosed a thin line lying on the bottom of the pipe. The Second reached down, and pulling on the part that led through the hole in the pipe brought up the end of the wire rope.

"Pull away!" whispered the Chief; and after some careful manœuvring, about twenty feet of the rope was coiled down on the engine-room floor. Selecting a part of the rope where the opium was widest spaced than usual, the Chief stooped down, and with his halberd dozen twists of the pincers, fixed his box to the rope by the wire ends he had left for the purpose, when only a most minute examination would have disclosed wherein his box differed from his fellows. Having seen the rope 'all clear' to pass into the 'ash-shoot' again, he took the line in his hand, and sat down to wait till the smugglers should make the next move.

About ten o'clock it came. Emboldened by a series of successful 'runs,' they had yielded to their impatience; and so it happened that at this early hour the Chief was electrified by a gentle tug on the line, and in an instant the end of the wire rope was disappearing into the gaping mouth of the 'ash-shoot.' "Fleighty, turn on that light!" cried the old man, springing to his feet. The Second flung the lantern's dim ray on the floor, and immediately uttered what, in the silence, seemed almost a shout of triumph. The end of the rope had turned over; and was now so entangled that it was impossible to tell which way their especial tin lay. For a moment the two men stared at the writhing coils in dismay; till the Chief cried in a frantic whisper, "On, ma God—this'll never do—stop her!" and sprang at the rapidly vanishing rope. He was just in time, for the very tin they wanted was stayed in the act of climbing into the pipe; another second, and all their ingenuity had gone for nothing. "Lay hold of her!" he gasped. His assistant did so, while he struck a match and applied it to the box, the burning end of the fuse disappearing up the pipe, like the red lamp on the brake-van of a train into a railway tunnel.

The old man sank on the settee with a pant of satisfaction. "By thunder, but that was a close thing!" he ejaculated. He settled down again, but suddenly sprang to his feet crying, "God bless my soul! I clean forgot about signing the Customs. We'll have to be invisible. Make tracks out of this!" A minute later they were in his room, and had made the arranged signal.

"I say, Chief, I've been thinking—"

"Don't do that, ma maffie. Ye're no very strong. I'll do all the thinking required in the machinery department of this packet."

"No, but really—supposing the smugglers knock off just now for 'smoke,' and she goes off inside the ship."

"Great Jerusalem! Dye want to scare me into my grave or is it promotion ye're after, eh, no! the old ship's safe enough. Out ye get on deck and see the fun!"

The full-moon was shining from a cloudless sky; and the river lay beneath them, a rippling lake of molten silver; the few sampans under weigh flitting silently, grotesque black shadows on the effulgent surface, gloomy spirits in the realm of night. Then down the middle of the stream came a 'chow-boats,' her cheep' kerosene lamps flaring yellow against the moon's pale beams, the single figure at swaying rhythmically at the sculls, and starting the night at regular intervals with a long-drawn distressful howl of "*Ma!-ja-na!*"

"If that beast fouls the rope, may the Lord help him," Donaldson hissed out viciously, as the unconscious hawker stopped his boat above the place where they reckoned the rope to be. Having listened a minute as if to locate a customer, he raised his vacant face to the moon, sent his war-cry again quivering over the house-tops, gave a vigorous stroke of his oars, and the danger to our friend's plans was past, and speeding down the river.

"Time's about up now, Boss, isn't it?" whispered the Second, excitedly.

"I say, ye wheskit, for God's sake!" the old man snarled, irritably.

So they fell to the waiting and listening again; and to Donaldson, who knew that the time must be up, the ripple of the current flowing through the ship's paddles sounded like the roar of the breakers, while his heart beat heavy and fast against the teak-wood rail over which they hung. Just as the younger man had concluded he must say something or burst, the old man groaned.

"Ma God, she's missed fire."

A scarce had he spoken, than a blue flame flashed out for an instant on a large sampan anchored about a hundred yards below the ship; and a sharp explosion, that rattled the saloon windows behind them, startled the sleeping river world. Again for an instant silence reigned then an agonised shriek that stayed the heart's blood of the listeners, rang over the waters.

Then hell broke loose.

Men shouted—dogs barked—women screamed—cooks crew—children wailed—lights flashed on the houses on either bank, and on the thousand sampans on the river, all of which seemed to be frantically trying to get under weigh at the same time. Gongs beat and whistles blew, and every one of the two million citizens of Canton seemed bent on making more noise than his neighbour; while on the steamer's deck the Second Engineer danced solemnly in an exalted but silent ecstasy.

"Now then the Customs," shouted Donaldson. "Sink your souls in hell, here they come—the tickle!" he cried, as a six-oared gig swung out from the Customs House and shot across the river, in a few swinging strokes of her well-trained crew. The crowd of sampans gathered round that one on which the explosion had taken place, scattered on the approach of authority, and two figures in white stepped from the sterns of the gig to the deck of the law-breaker.

"That's our share of the show for to-night," said Donaldson. "We may as well turn in," and the two retired to their well-earned slumbers.

When the Harbour-Master and his assistant boarded the smugglers' sampan at one side, two men sprang into a 'dug-out' at the other, and were lost in the crowd of boats around. The sampan was already half-full of water; the dynamite had evidently blown a hole in her bottom, so there was no time to be lost. They looked round the gunnery till they found where the rope ran, they were looking for, and following it up came on the opium tins piled methodically on the forward deck. By their side, stretched on his back, lay an old Chinaman. Killed probably by the concussion, for there was no sign of wound or hurt about him, he had fallen back where he was sitting, and so passed quietly beyond the reach of even the allmighty *Hai Kwan*.

"Poor old devil," said the Harbour-Master; "we'll have to do it. Get these tins into the boat! Look sharp, too—dye won't float much longer!" So saying he made to regain the boat, but as he passed below the hood-like cover that distinguishes these craft, he stumbled over something that instinct at once told him was a human being, the deep shadow in which it lay having caused it to pass unnoticed by the searchers.

"Hullo. Here's another one," he cried. "Send a couple of the men here and let's have a look at him."

Two of the boatmen dived below the hood, and reappeared bearing in their arms no dark-robed Chinaman, but a figure in grey flannels of European cut.

"Good Heavens! What's this we've done!" exclaimed the Harbour-Master, as the moonlight disclosed the pale drawn features of young Kessler. "Poor young chap—poor young chap—he's been right on the track of the rascals when the damned thing went off—a nice reward that for his trouble. Dear-dear! What a fool I've been to have anything to do with this leather-jawed Scotch blacksmith and his infernal 'tickles.' Quick men! Get him into the boat! Gently, gently—now, pull for all you're worth!"

They carried him, still unconscious, into the Customs House, and sent for the Doctor. The medical man proceeded at once to cut off his jacket, disclosing a terrible wound on the shoulder. He handed the remains of the jacket to the Harbour-Master, saying, "Here's some documents in the pocket you'd better take care of!"

"That's all right," said Stennis, transferring a packet of papers, some in English and some in Chinese, from Kessler's pocket to his own.

After half-an-hour's work the patient recovered consciousness, and the Doctor decided he was strong enough to stand shifting to his quarters. He drew the Harbour-Master to one side, and said,

"Don't look so glum, Stennis. It's more the shock than anything else. He'll do all right, only it'll be a slow job. How the deuce did it happen?"

"Foolishness, pure foolishness, mine at that. I'll never forgive myself if that young fellow pegs out; I can't tell you more about it just now. If there's trouble there's more than me in it, thank God," he groaned out, wickedly, as he thought of the surprise in store for the complacent Donaldson.

He superintended the carrying of Kessler to his quarters, and having seen everything he could think of done for his comfort, went round and knocked up the Commissioner. "This expedition, the good book says, which I take to be an over-kill, or else they were in a well-up psychology in those days as we are. Ay,

"Ah, Stennis, something of importance, I suppose. Wait till I light a 'smoke'!" and settled down on a cane lounge, his plentiful white hair and broadly striped pyjamas making of him a majestic figure in the dim light.

Beyond an ejaculation of "Good God!" when Stennis told him the finding of Kessler on board the smuggler, he heard the tale in silence to the end; but the quick puffing of his cigar told the narrator, who as a dutiful subordinate had made himself perfectly acquainted with his chief's moods, that he was more than usually moved. Stennis concluded by saying,

"Here are some of Kessler's papers I took from his pocket. I'll leave them with you Sir."

The Commissioner received the packet in silence, and sat balancing it on his knee. For a minute he remained in deep thought, then he spoke quietly, "You've been a long time in the Service, Sir?"

"Yes, Sir. Over twenty years."

"You've a good record, I know; but I'm afraid this will go hard with you. See your proceedings have been irregular, quite irregular; an affair like this is bound to make a lot of talk, and you know how the I.G. hates that sort of thing. If you'd been successful, success in the Service, as in many other lines in life, covers a multitude of sins—it would have been different; but you've done what is sure to cause a lot of ill-feeling amongst the natives, and with no result, you know no more than you did before. I'm sorry for you, Stennis. You're an energetic officer—too much so sometimes. I'm afraid. Goodnight. I'll represent your case as favourably as is consistent with my duty, but—and shaking his head, the old man bowed the entirely despondent Harbour-Master from the room.

Stennis has often owned to his friends that the day succeeding that on which he had the events just recorded was about the most miserable in his existence. Nor would that following have been any better, if it had not been the pleasure of indicating to Donaldson the extent of his misdeeds. The two men parted after a scene of much mutual recrimination, an account of which, as the language used by both parties was rather more forcible and picturesque than elegant edifying, would be entirely out of place in this right-minded story.

The *Kong-Sun* made another trip; and shortly after her arrival at Canton, Donaldson, leaning over the rail watching the passengers go ashore, received a hearty slap on the back, and turning round, to his great astonishment saw Stennis, his hand outstretched, and a smile on his features as large and all-embracing as if they had parted the best of friends and had not met for years.

"Shake, you old villain, shake!" he cried. "Don't scowl at me. I take it all back, every word of it. Shake, we're on top again I tell you. Great news. I've just come from the Commissioner. The strangest thing you ever heard of."

"Is that a fact? Man, I'm glad to hear it," said the old man, relaxing suddenly, and giving Stennis a handclasp that made his fingers tingle. "Come inside, and tell me all about it."

"It's turned out the queerest case I ever heard of. I can scarcely believe it. If it had been anyone else, but the Commissioner, I should have said he was off his rocker. However, the old man must be thoroughly convinced in his own mind that he is right, for he sent to tell me to continue in the discharge of my duties, and gave me orders to intimate to you that the Customs would allow the matter to drop, and that you would receive information money as arranged; only"

"Boy, boy!" shouted Donaldson, "Two Bonny Adams—dash chop!"

"That's the way to go further. I told him he could rely on me. I think I'm right."

"Right—I should smile, Lord, I'd have promised anything to get out of such a scrape. Just fancy me blowing up a rascal like Assistant C, and not getting the 'nick' for it. I can tell ye I haven't felt my job so shaky since I burned the Donkey boiler. The 'port' paddle wheel was a fleecy-bite to it."

The Harbour-Master smiled, and continued, "Stennis, says he—I think I will remember every word the old man said to-day till I join you in the Boat War."

"To further questions he replied that "he was born in India, and that he was just fourteen; that his mother was also dead; that he had left a little brother at the school who wanted to join as soon as he was old enough; that he played the cornet, and that he was willing to try and be as good a soldier as his father had been."

"And so you shall, my boy. Your father and I were 'chums' for many years, and it was by my side that he fought and was severely wounded at Gwalior in '58. 'Twas there, too, he nobly saved my life, and in doing so nearly lost his own. Poor Phil—here the eyes of the old warrior moistened perceptibly—"I never heard of his death till now. He was every inch a soldier. Remember, lad, that your father's example is a glorious one for you to follow. Together with the refinement of a gentleman he possessed the courage of a lion, and he never forgot the maxims that 'Obedience is the first duty of a soldier,' and that 'To desert a comrade in distress is a soldier's worst disgrace.' Your father was a Bayard, 'fearless and without reproach,' he as good as said to me a man as he was, Philip, and one of these days you may win her Majesty's commission."

So that, contrary to the usual order of things, little Phil Reid joined us with quite a ready-made reputation.

The practical jokes upon newcomers with which the small fry of the barracks were wont to amuse themselves were out of the question in "Duke's" case. For to start with he was a well-grown lad for his age, and though at all times a pattern of civility and good temper, his countenance conveyed the impression, somehow, that he was one who would stand up for himself. Moreover, he could surpass many older lads at gymnastic exercises; for which proficiency, as well as for his undoubted musical talent and general adaptability to soldiering, he was indebted to the admirable system of education that one obtains at the Duke of York's school.

But above all things in the estimation of his juvenile comrades, the possession of his father's medals, with their slides and ribbons, entitled him to consideration. The son of a non-commissioned officer of the old "Blue Lancers," who had died for his country, sword in hand, was a boy to be honoured.

And when twelve months later his brother Geoffrey also joined the band of the regiment, all ranks agreed that the two lads, in their dashing blue and scarlet uniforms, with their jingling spurs and jaunty forage-caps, looked like smart as pains.

"Brother Geoff being chubby of face and plump of limb, one of the troopers, with a playful sense of humour, had christened him "Suetty." Probably on account of their peculiar aptness, nicknames in the army stick very tight to their owners, and as "Duke" and "Suetty" the Reids became better known than by their proper appellations."

Soon after the younger boy's enlistment, the "Blue Lancers" embarked for India. Both the Reids were under the minimum age at which soldiers are usually sent on foreign service, but the rules are frequently relaxed in the case of bad boys, and as they were reported

"fit" by the medical officer, "Duke" and "Suetty" sailed with the rest.

Four years' soldiering in the Punjab made a wonderful improvement in them, for at the outbreak of the Afghan War they were strapping lads of nineteen and eighteen respectively. Both bore good characters, were excellent horsemen as well as promising musicians, and were considered to be the two best trumpeters that the "Blues" could boast of.

In the bitter cold of a December morning at Cabul, a strong squadron of "Ours" with four guns of the Horse Artillery and some Native Cavalry, rode through the Owhsur Kotal into the Chardah Valley.

The ground here was the very worst for cavalry and artillery, being intersected by water-courses and deep "nullahs," or ditches, with patches of impassable bog at every few hundred yards. We had crossed the valley nearly to the fortress-shaped village of Killakazi when the enemy were seen advancing in dense crowds over the low hills to the south-west, from the direction of Ghunnee. No attack from this point, had apparently been anticipated by General Roberts, for the main body of our little army was miles away engaging the Kohistanis from the north-west.

We were only a handful—about four hundred—yet—and it very soon became evident to us that our unexpected visitors numbered some tens of thousands. To resist their advance seemed impossible in view of such long odds, while to retreat would be equally fatal, for it would leave the road open for the Ghunnee rabble to stream into the city of Cabul and the Sherpore Cantonment.

The latter place was an immense fort to the east of Cabul, which had for some time past formed the headquarters of the British troops. Had the enemy once obtained possession of Sherpore, Roberts, with his army of some ten thousand, would most certainly have stood very little chance against the overwhelming hordes of Afghans.

Clearly nothing remained for us but to do our best to check the advancing swarm of fanatics, and trust to luck for the arrival of reinforcements.

So shell after shell was dropped into their midst, and when they came within half a mile we poured volleys into them from our Martini-Heurys, but all without appreciable effect, so innumerable the enemy appeared. Presently they came near enough for our guns to give them a grape-shot greeting, but though many lanes were ploughed through their disorganised masses, their advance abated not one jot.

Not till they were very close did our brigadier give the order to "retire." This movement was then executed by alternate wings—one half of our small force retiring a few hundred yards and again facing the enemy, while the other half kept up the fire and retired in their turn. All this time the Afghans were steadily coming on, telling the British war-cry:

"Ya, Allah! Ya, Allah!" and taking pot shots at us which nearly all, fortunately, sped far over our heads.

At length they seemed to hesitate in their advance. Our mode of retreat evidently disconcerted them, for it was plain that if we continued our tactics—each wing moving them down by scores as it came alternately into action and receiving little or no damage in return—considerable loss must be theirs, as long as our ammunition lasted.

At this juncture an accident happened to the artillery of the left wing. In retiring, one of our guns was overturned in a ditch, while the other stuck fast and foundered in a bog. Seeing this dilemma the enemy made towards us, hampered guns, uttering loud yells of exultation. The brigadier was quick to observe the new danger, and at once gave the order for the cavalry to charge the Afghans, hoping to check them whilst the guns were extricated.

Thrice we charged the seething swarm. Thrice into their midst with lance at the engage rode the "Blues" and their gallant comrades, the Bengal Lancers, many a brave fellow returning no more. With the blade of his sword in his bridle hand, young Phil Reid had thrice sounded the cavalry "Charge" and then, dropping his field bugle, had hewed a path through the closely packed enemy, side by side with his heroic chief.

But, alas! the sacrifice was all in vain. The enemy wavered but for a moment, seeming to gain fresh vigour with each repulse. Presently the artillery drivers spiked their guns, and, cutting the traces, left them to their fate. Thus in spite of our devoted efforts and the loss of many a precious life, they fell into the hands of the Afghans.

Half-dazed from the effects of a sword-cut on the head, "Duke" turned to ride with the remainder from that disastrous field, the Afghans pursuing hotly. Hardly had he galloped twenty yards when a familiar voice called out to him by name.

"Phil—help! Oh, Phil—save me!"

And there upon the ground in front of him—his arms beseechingly outstretched—lay "Suetty," with his right leg tightly fixed under his horse. The poor beast had been shot dead, and in falling had broken his rider's leg. Strive as he might, "Suetty" could not stir an inch to save himself.

"Denver—Jack—pull up!" cried "Duke" to a flying comrade, "come here, for Heaven's sake. My brother—see, he's down. Hold my horse for a moment while I get him up."

Denver halted and held the trumpeter's rein while "Duke" staggered out of saddle and, muttering softly to himself, "Fearless and without reproach," set himself to the work of his brother's rescue. It was no easy matter to free the broken limb from the weight of the horse and "Suetty" succumbed in the process, while his gallant brother came near fainting at his task.

"Quick! lift him up here, 'Duke'—so, in front of my saddle," said Denver, when the release was at last effected. "That's all right—I'll carry him. Now—up you get, yourself, or you'll have the 'Wochlas' on to you in no time."

And away sped Denver with his burden.

But "Duke" never mounted again. The pain of his wound and loss of blood, in addition to the effects of the struggle to save his brother, had exhausted him, and in a few minutes he fell an unresisting victim to the Afghan knives.

Jack Denver was promoted and received the medal for meritorious conduct in the field, and Captain Geoffrey Reid is now a distinguished officer of the Indian Staff Corps. He is still one of the gayest and most highspirited of sabreurs, though his sobriquet of "Suetty" has not followed him to the whole year is set apart by him as a solemn anniversary, never to be desecrated by "jinks and junketings." That is the 11th of December.—*The Weekly Supplement.*

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At length they seemed to hesitate in their advance. Our mode of retreat evidently disconcerted them, for it was plain that if we continued our tactics—each wing moving them down by scores as it came alternately into action and receiving little or no damage in return—considerable loss must be theirs, as long as our ammunition lasted.

At this juncture an accident happened to the artillery of the left wing. In retiring, one of our guns was overturned in a ditch, while the other stuck fast and foundered in a bog. Seeing this dilemma the enemy made towards us, hampered guns, uttering loud yells of exultation. The brigadier was quick to observe the new danger, and at once gave the order for the cavalry to charge the Afghans, hoping to check them whilst the guns were extricated.

Thrice we charged the seething swarm. Thrice into their midst with lance at the engage rode the "Blues" and their gallant comrades, the Bengal Lancers, many a brave fellow returning no more. With the blade of his sword in his bridle hand, young Phil Reid had thrice sounded the cavalry "Charge" and then, dropping his field bugle, had hewed a path through the closely packed enemy, side by side with his heroic chief.

But, alas! the sacrifice was all in vain. The enemy wavered but for a moment, seeming to gain fresh vigour with each repulse. Presently the artillery drivers spiked their guns, and, cutting the traces, left them to their fate. Thus in spite of our devoted efforts and the loss of many a precious life, they fell into the hands of the Afghans.

Half-dazed from the effects of a sword-cut on the head, "Duke" turned to ride with the remainder from that disastrous field, the Afghans pursuing hotly. Hardly had he galloped twenty yards when a familiar voice called out to him by name.

"Phil—help! Oh, Phil—save me!"

And there upon the ground in front of him—his arms beseechingly outstretched—lay "Suetty," with his right leg tightly fixed under his horse. The poor beast had been shot dead, and in falling had broken his rider's leg. Strive as he might, "Suetty" could not stir an inch to save himself.

"Denver—Jack—pull up!" cried "Duke" to a flying comrade, "come here, for Heaven's sake. My brother—see, he's down. Hold my horse for a moment while I get him up."

Denver halted and held the trumpeter's rein while "Duke" staggered out of saddle and, muttering softly to himself, "Fearless and without reproach," set himself to the work of his brother's rescue. It was no easy matter to free the broken limb from the weight of the horse and "Suetty" succumbed in the process, while his gallant brother came near fainting at his task.

"Quick! lift him up here, 'Duke'—so, in front of my saddle," said Denver, when the release was at last effected. "That's all right—I'll carry him. Now—up you get, yourself, or you'll have the 'Wochlas' on to you in no time."

And away sped Denver with his burden.

But "Duke" never mounted again. The pain of his wound and loss of blood, in addition to the effects of the struggle to save his brother, had exhausted him, and in a few minutes he fell an unresisting victim to the Afghan knives.

Jack Denver was promoted and received the medal for meritorious conduct in the field, and Captain Geoffrey Reid is now a distinguished officer of the Indian Staff Corps. He is still one of the gayest and most highspirited of sabreurs, though his sobriquet of "Suetty" has not followed him to the whole year is set apart by him as a solemn anniversary, never to be desecrated by "jinks and junketings." That is the 11th of December.—*The Weekly Supplement.*

"fit" by the medical officer, "Duke" and "Suetty" sailed with the rest.

Four years' soldiering in the Punjab made a wonderful improvement in them, for at the outbreak of the Afghan War they were strapping lads of nineteen and eighteen respectively. Both bore good characters, were excellent horsemen as well as promising musicians, and were considered to be the two best trumpeters that the "Blues" could boast of.

In the bitter cold of a December morning at Cabul, a strong squadron of "Ours" with four guns of the Horse Artillery and some Native Cavalry, rode through the Owhsur Kotal into the Chardah Valley.

The ground here was the very worst for cavalry and artillery, being intersected by water-courses and deep "nullahs," or ditches, with patches of impassable bog at every few hundred yards. We had crossed the valley nearly to the fortress-shaped village of Killakazi when the enemy were seen advancing in dense crowds over the low hills to the south-west, from the direction of Ghunnee. No attack from this point, had apparently been anticipated by General Roberts, for the main body of our little army was miles away engaging the Kohistanis from the north-west.

We were only a handful—about four hundred—yet—and it very soon became evident to us that our unexpected visitors numbered some tens of thousands. To resist their advance seemed impossible in view of such long odds, while to retreat would be equally fatal, for it would leave the road open for the

Entertainments.

THEATRE ROYAL.

On
TUESDAY,
8th JANUARY, 1901.GRAND GLOVE
CONTEST,OF
TWENTY ROUNDS
under
MARQUIS OF QUEENSBERRY RULES
will take place betweenJOE RILEY, OF U.S.A.,
CHAMPION OF HONGKONG,
AND
ROGER MUSTOE
OFH.M.S. "BARFLEUR."
HEAVY-WEIGHT-CHAMPION
OF THEARMY AND NAVY,
FOR THE
CHAMPIONSHIP
OF THE

FAR EAST

AND A
PURSE OF \$500.

Under the Management of Mr. J. H. Downs.

There will also be Three Preliminary Bouts
of Four Rounds each, for details of which see
Hand Bills and later Advertisements.
Hongkong, 5th January, 1901. [15c]

THEATRE ROYAL.

CITY HALL.

WEDNESDAY,
8th JANUARY, 1901.

Lectures and Proprietors:

Mrs. N. CHESTER, Messrs. A. H.

and E. J. POLLARD.

The first great event in the Colony of the
20th CENTURY.POLLARD'S
LILLIPUTIAN
OPERA CO.OF 50 PERFORMERS,
IN THE CHARMING JAPANESE
OPERA"THE GEISHA,"
WITH FULL SCENIC, MUSICAL AND
LIMELIGHT EFFECTS.

FOR TWO NIGHTS ONLY.

FRIDAY, SATURDAY,
AND

MONDAY,

For the first time in the Colony, The Great
American production"THE BELLE OF NEW YORK,"
In Two Acts of Six Scenes.

FOR 3 NIGHTS ONLY.

1ST MATINEE,
SATURDAY, 12TH JAN.,
"THE BELLE OF NEW YORK,"
AT 3 P.M.

CHILDREN AND AMATEURS HALF-PRICE.

PLAN at ROBINSON'S. PRICES as USUAL.

The Star Ferry Co. has kindly consented to
delay the last ferry to 12.15. Arrangements
have been made with the Peak Tramway Co.
to run a Special Tram a quarter of an hour
after the Performance.

A. LEVEY, Business Manager.

Hongkong, 5th January, 1901. [1514b]

HONGKONG AMATEUR DRAMATIC
CLUB.THE following are the Dates fixed for the
PERFORMANCES of
"HIS EXCELLENCY"

MONDAY 11th February, 1901.

TUESDAY 12th " "

WEDNESDAY 13th " "

THURSDAY 14th " "

FRIDAY 15th " "

SATURDAY 16th " "

SUNDAY 17th " "

A further announcement as regards dates for
Booking will be made later.

Hongkong, 22nd December, 1900. [1506b]

SIEN TING,

SURGEON DENTIST,
No. 14, D'ARAGUIA STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1900. [150]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PREPARED, LONDON, ENGLAND.

Intimations.

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c.Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK.AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [138]

NEW GOODS.

PLENTY

IN

HAND.

D. NOMA,

No. 12,

Beaconsfield

Arcade,

Opposite the City Hall.

Hongkong, 30th April, 1900. [41]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the BEST.

40, QUEEN'S ROAD,

Waterloo Building.

[42]

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition;

and for Veiglander and Sohn's

CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

Nos. 41 & 43, Queen's Road Central. [32]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

J. EYES

FLUID

THE BEST
DISINFECTANTAVOID ALL RISK OF OUTBREAK BY
ITS USE.

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 6th March, 1897. [47]

A CURE FOR ASTHMA!!!

GRIMAULT'S

INDIAN CIGARETTES

Asthmatic people who suffer from Op-
pression in breathing, stifling sensations,
Hoarseness, and Loss of voice, who
cough, wheeze, and spit, who are
wakened by night, who have
Catarrhal affections, and difficulty
in Expectorating, are promptly relieved
by these Cigarettes.

GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S

Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's
Matico as the most active and at the same time
the most innocuous remedy in the treatment
of Acute and Chronic Discharges of the
Genital Organs, late and the inconvenience of
producing Nausea.MATICO INJECTION is used in recent
and
MATICO CAPSULES in the most chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

MEE CHEUNG,

PHOTOGRAPHER,

Top Floor of Ice House, in
Ice-House Road.New in a position, in his New and Com-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICES
in the Colony or in any part of the Far East.
Groups and Views
a speciality.

Hongkong, 22nd September 1898. [40]

Intimations.

"FOR THE BLOOD IS THE LIFE."

Clarke's
Blood
MixtureTHE WORLD-FAMED BLOOD PURIFIER
AND RESTORER

IS WARRANTED TO CLEAR THE BLOOD

from all impurities from whatever cause arising.

For Scrofula, Scurvy, Eczema, Skin and Blood
Diseases, Blackheads, Pimples, and Sores of all kinds,
It is a never-failing and permanent Cure. It
Cures Old Sores.

Cures Skin Lesions.

Cures Blackheads or Pimples on the Face.

Cures Scrofula.

Cures Ulcers.

Cures Blood and Skin Diseases.

Cures Glandular Swellings.

Clears the Blood from all impure Matter.

From whatever cause arising.

It is a real specific for Gout and Rheumatic pains.

It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and war-
ranted free from anything injurious to the most deli-
cate constitution of either sex, the Proprietors
solicit sufferers to give it a trial to test its value.THOUSANDS OF TESTIMONIALS OF WON-
DERFUL CURES FROM ALL PARTS OF THE
WORLD.Clarke's Blood Mixture is sold in Bottles of 4d.
each, and in cases containing six times the quantity,
it is sufficient to effect a permanent cure in the great
majority of long-standing cases. BY ALL CHE-
MISTS AND PATENT MEDICINE Vendors. THE LONDON
TRADING COMPANY, Ltd., Proprietors, THE LONDON
AND MIDLAND COUNTRIES DRUG COMPANY, Limited,
England. Trade Mark: "Blood Mixture."CAUTION.—Purchasers of Clarke's Blood Mixture should
see that they get the genuine article. Worthless imitations
and substitutes are sometimes palmed off by unprincipled
vendors. The words "LONDON AND MIDLAND COUNTRIES DRUG
COMPANY, Limited, England," are engraved on the Govern-
ment Stamp, and Clarke's Blood Mixture is blown in the bottle,
WITHIN WHICH NONE ARE GENUINE.

MITSUBI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents:—

Miki Coal Mines.

Kanada Coal Mines.

Hokoku Coal Mines.

Yoshimoto Coal Mines.

Onnoura Coal Mines.

Nishimura Coal Mines.

Kishima Coal Mines.

Yoshio Coal Mines.

Yamano Coal Mines.

Manoura Coal Mines.

The Osaka Shosen Kaisha, Ltd.

Tokio Marine Insurance Co., Limited.

Mitsui Fire Insurance Co., Limited.

Kanaguchi Cotton Spinning Mills.

Shanghai Cotton Spinning Mills.

Tokio Cotton Spinning Mills.

Mitsui Cotton Spinning Mills.

Imperial Government Paper Mills.

Onoda Cement Company.

MITSUBI BUSSAN KAISHA,

M. FUJISE,

Manager.

Hongkong, 11th December, 1899. [43]

DENTISTRY.

SUI SANG,

Lately Practising with Dr. I. SAKATA,

DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [16c]

DENTISTRY.

AMERICAN SYSTEM, WONG HO-MI,

SURG. DENTIST.

TERMS MODERATE. CONSULTATION FREE.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [8c]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours:—

R. MORROW, Brit. Bark, Douglas.—Arnhold,

Karberg & Co.

VISITORS AT THE HONGKONG
HOTEL.

Ackerman, Mr. C.

Anderson, Capt. A.

Andrews, Mr. D. A.

Aitken, Mr. J. H.

Arakawa, Mr. S.

Bailey, Mr. W. S.

Bancroft, Capt. & Mrs.

Bather, Miss

Bell, Mr. and Mrs. O.

M. D.

Berlinger, Mr. F. J. G.

Bisset, Mr. D. C.

Black, Mr. E.

Bonner, Mr. E.

Bonnet, Mr. F.

Branch, Mrs. B.

Brown, Mr. J. W.

Bruce, Admiral and

Lady, and maid

Bruce, Capt. and Mrs.

Buck, Mr. Hart

Burnie, Mr. C. M. G.

Cameron, Mr. B.

Clark, Dr. & Mrs. F.

Colson, Mr. T. S.

Conrad, Mr. W. H.

Conrad, Mrs. W. H.

Cowie, Mrs. and Miss

Creighton, Mr. J. V.

Davis, Mr. F. I.

Davis, Mr. W. T.

Deiniche, Mr. P. C.

Duncombe, Mr. G. M.

Dunhill, Mr. Major

Dyer, Mr. W. S.

Dyall, Mr. S.

Dyck, Capt. P. S.

Elderton, Comdr.

Gibson, Mr. and Mrs.

Kennedy

Glover, Mr. C.

Goddard, Capt.

Grant, Mr. John

Harris, Mr. F.

Hay, Mr. Drummond

Heath, Mr. J. H.

Hewitt, Mr. Thos.

Hewkins, Mr. and Mrs.

Jackson, Mr. J. B. and

Williamson, Mrs.

child

Johnson, Mr. L. R.

Joseph, Mr. and Mrs.

E. S.

Katch, Mr. E. A.

Kiene, Mr. and Mrs. F.

Killerby, Mrs. M.

King, Maj. H. S. R.E.

Kirkwood, Mr. J.

Knight, Mr. J. F.

Kuegler, Mrs. and

family

Kynoch, Mr. John

Lambton, Mrs. R. S.

Lewis, Mr. A. R.

Levey, Mr. A.

Little, Mr.

Little, Major, W. R.

Little, R. E., Major

R. P.

Long, Mr. & Mrs. D. M.

Macfarlan, Dr. J.

Malloy, Lt.-Col.

Mortenson, Mr. J. C.

Morton, Major

Mould, R. E., Voj. C. F.

O'Brien, Mr. E. M.

O'Neill, Mr. and Mrs.

J. J.

Ormsby, Hon. R. D.

Orr, Mr. R.

Orr, Capt. S. G.

Paisley, Lt.-Col.

Pauling, Mr. G.

Pilling, Mrs. M.

Reed, Mr. L. R.

Rosenthal, Mr. J.

Scharer, Mr. L. H.

Scott, Mr. P. A. W.

Smith, Mr. D. A.

Stevens, Mr. G. R.

Stewart, Mr. E. H.

Taylor, Mr.

Wakeman, Mr. G. H.

Wakeman, Mr.

Whaley, Mr.

Wild, Lieut. and Mrs.

Wiggall

Jackson, Mr. J. B. and

Williamson, Mrs.

child

The Share Market.

LATEST QUOTATIONS.

(January 5th).

Companies.	Paid up Capital.	Latest quotation
Banks.		
Hongkong & Shanghai Banking Corporation	\$125	350 % premium [sales]
The Bank of China & Japan, Limited.	£ 5	Nominal
(Preference)		
The Bank of China & Japan, Limited.	£ 4	£ 1
(Ordinary)		
The Bank of China & Japan, Limited.	£ 1	£ 5.5 buyers
(Deferred)		
National Bank of China, Ltd.	£ 8	\$27 buyers
Do. Founders.	£ 1	\$20
Marine Insurances.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$245 buyers
China Traders' Ins. Co., Ltd.	\$ 25	\$51 sales [bu]
North China Ins. Co., Ltd.	£ 25	Tls. 172.38
Yangtze Ins. Assoc. Ltd.	\$ 60	\$10 sellers
Canton Ins. Office, Ltd.	\$ 50	\$545 buyers
Straits Ins. Co., Ltd.	\$ 20	\$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$295 sellers
China Fire Ins. Co., Ltd.	\$ 20	\$31 buyers
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$33½ sellers
Indo-China Steam Navigation Co., Ltd.	£ 10	\$101 sellers
China & Manila S.S. Co., Ltd.	\$ 50	\$70 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$30 sellers
China Mutual S. N. Co., Ltd. (Pref.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (O'ary.)	£ 10	£12 buyers
China Mutual S. N. Co., Ltd. (O'ary.)	£ 5	£6.15.0 bu
Star Ferry Co., Ltd.	\$ 10	\$18½
"Spell" Transport & Trading Co., Ltd.	£ 1	£34.0 sellers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$117
Luzon Sugar Refining Co., Ltd.	\$100	\$39 buyers
Mining.		
Punjom Mining Co., Ltd.	\$ 8	\$4½ buyers
Punjom Mining Preference Shares	\$ 1	\$1 sales [sales]
Société Française des Charbonnages du Tonkin	Fcs. 250	\$350 sellers
Queen Mines, Ltd.	25 cts.	5 cents
Selebu Mining and Trading Co., Ltd.	\$ 5	\$6 sales
Raub Allain Gold Mining Co., Ltd.	175. 100.	\$47 sellers
Oliver Freehold Mines, Ltd. A	\$ 5	\$2
Oliver Freehold Mines, Ltd. B	\$ 5	\$1½
Great Eastern & Caledonian Gold Mining Co., Ltd. (Preference)	\$ 5	5 cents
Do. (Preference)	\$ 1	30 cents
Docks, Wharves and Godowns.		
Hongkong & Kowloon Dock Co., Ltd.	\$125	\$87½ se
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$50
Wanchai Warehouse & Storage Co., Ltd.	\$ 37½	\$64
New Amoy Dock Co., Ltd.	\$ 6½	\$21½ sales
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ltd.		10 \$10
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$199
Kowloon Land and Building Co., Ltd.	\$ 30	\$28
West Point Building Co., Ltd.	\$ 50	\$50 buyers
H'kong Hotel Co., Ltd.	\$ 50	\$125 sellers
Oriente Hotel Co., Ltd.	\$ 50	\$32½
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$11.75 se
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$100	\$20 sellers
Tswo Cotton Spinning & W. Co., Ltd.	Tls. 100	Tls. 50
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 50
Laun-kung-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	Tls. 325
Yahleong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 50
Oiler Companies.		
Alhambra, Limited	\$500	100 % p
La Commercial, Ltd.	\$500	100 % p
Henshina Limited	\$100	5 % p.m.
La Favorita	\$100	10 % p.m.
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$19½
China-Borneo Co., Ltd.	\$ 15	\$33
A. S. Watson & Co., Limited	\$ 10	\$15½ se
Watkins, Limited	\$ 10	\$12½
Hongkong Electric Co., Limited	\$ 10	\$11½ b
Hongkong Electric Co., Limited	\$ 5	\$5.75 b
Hongkong and China Gas Co., Ltd.	£ 10	\$118
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$170 se
Geo. Feunwick & Co., Ltd.	\$ 25	\$55 se
H'kong Ice Co., Ltd.	\$ 25	\$78
H'kong High Level Tramways Co., Ltd.	\$100	\$190 b
Dau Farm Co., Ltd.	\$ 6	\$7 p
Hongkong and China Battery Co., Ltd.	\$ 50	\$50 bu
Campbell, Moore and Co., Ltd.	\$ 10	\$20
Bell's Asbestos Eastern Agency, Ltd.	£ 1	\$14 bu
United Asbestos Oriental Agency, Ltd.	\$ 4	\$8
Carmichael & Co., Ltd.	\$ 20	\$8
Tobacco Planting Co., Ltd.	\$ 5	\$3
Universal Trading Co., Ltd.	\$ 5	\$5½